C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

BOARD MEETING NOTICE

Meeting No. 180

DATE:	Thursday, May 11, 2006
TIME:	7:00 P.M. Board Meeting
PLACE:	San Mateo County Transit District Office 1250 San Carlos Avenue, Second Floor Auditorium San Carlos, CA
PARKING:	Available adjacent to and behind building. Please note the underground parking garage is no longer open.
PUBLIC TRANSIT:	SamTrans Bus: Lines 261, 295, 297, 390, 391, 397, PX, KX. CalTrain: San Carlos Station

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1.0 CALL TO ORDER/ ROLL CALL

2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.

3.0 ANNOUNCEMENTS/ PRESENTATIONS

3.1 Global Warming Presentation – Robert Cormia

4.0 CONSENT AGENDA

Consent Agenda items are considered to be routine and will be enacted by one motion. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

4.1 Review and approval of the Minutes of Board Meeting No. 178 dated April 13, 2006. ACTION

4.2 Attendance report for C/CAG Board and Committees. INFORMATION

555 COUNTY CENTER, 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599.1420 FAX: 650.361.8227

4.3 Review and approval of actions regarding the El Camino Real Corridor Incentive program.

4.3.1 Review and approval of Resolution 06-09 of the Board of Directors of the City/County Association of Governments (C/CAG) of San Mateo County authorizing the execution of a contract with the San Mateo County Economic Development Association (SAMCEDA) to hold a workshop with the business community using the PLACE3S land use model. The Board previously adopted this task as part of the approval of the El Camino Real Incentive Program. This workshop is in accordance with the task adopted in the El Camino Real Incentive Program and will have a fixed cost of $15,000. ACTION

4.3.2 Review and authorization to fund the El Camino Real Incentive Program under C/CAG's Congestion Relief Plan. ACTION

4.4 Review and approval of the C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2005. ACTION

4.5 Review and approval of contracts for the NPDES Stormwater Pollution Prevention Program.

4.5.1 Review and approval of Resolution 06-10 authorizing the C/CAG Chair to execute an agreement for a one-year extension of Eisenberg, Olivieri, and Associates, Inc. (EOA)'s contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $632,000. ACTION

4.5.2 Review and approval of Resolution 06-11 authorizing the C/CAG Chair to execute an agreement for a one-year extension of San Mateo County Health Department's contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $284,846. ACTION

4.6 Adoption of Resolution 06-16 endorsing Housing Our People Effectively (HOPE) - the 10-year plan to prevent and end homelessness in San Mateo County. ACTION

4.7 Review and approval of the C/CAG Quarterly Investment Report as of December 31, 2005. ACTION

4.8 Review and approval of the recommendations on the projects to be submitted to the Metropolitan Transportation Commission (MTC) for funding for the Third Cycle Federal Surface Transportation Program (STP) Local Streets and Roads Shortfall. ACTION

4.9 Review and approval of allocation of Federal Regional Bicycle and Pedestrian Program (RBPP) funding. ACTION

4.10 Receive the California Transportation Commission (CTC) adopted 2006 State Transportation Improvement Program (STIP) for San Mateo County. ACTION

4.11 Recommendation for Establishing an Ad Hoc Utilities Working Group. ACTION

4.12 Review and approval of the appointments of Sepi Richardson and Mark Weiss to the Finance Committee. ACTION

NOTE: All items on the Consent Agenda are approved/accepted by a majority vote. A request must be made at the beginning of the meeting to move any item from the Consent Agenda to the Regular Agenda.

5.0 REGULAR AGENDA

5.1 Review and approval of C/CAG Legislative positions and Legislative update. ACTION
(A position may be taken on any legislation, including legislation not previously identified.)

5.2 Initial draft of the C/CAG 2006-07 Program Budget and Fees. ACTION

5.3 Status report on Devil's Slide road closure. ORAL REPORT

5.4 Review and approval of Hydrogen Fueling Station approach under the San Mateo County Transportation/ Environmental Program.

5.4.1 Review and approval of Resolution 06-13 authorizing the C/CAG Chair to execute a Memorandum of Understanding between C/CAG and San Francisco International Airport to work cooperatively on a Hydrogen Fueling Station. ACTION

5.4.2 Review and approval of Resolution 06-15 authorizing the C/CAG Executive Director to submit proposals to the California Air Resources Board and the Bay Area Air Quality Management District to request funding for the establishment of hydrogen fueling stations in San Mateo County and for the acquisition/conversion of shuttle buses to operate on hydrogen fuel. ACTION

5.4.3 Review and approval of Resolution 06-14 authorizing the C/CAG Chair to execute an amendment to the agreement with Clark Aganon to increase the funding by $10,000 to $35,000 for hydrogen station/vehicle technical consulting services. ACTION

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

6.2 Chairperson's Report.

7.0 EXECUTIVE DIRECTOR'S REPORT

8.0 COMMUNICATIONS - Information Only

8.1 Letter from Richard Napier, C/CAG - Executive Director, to Honorable Lloyd Levine, California State Assembly, dated 4/24/06. Re: AB 2987 (Nunez/Levine) - Preemption of City and County Franchising and Customer Service Oversight - Oppose.

8.2 Letter from Honorable Nicholas P. Jellins, C/CAG Vice Chair, to Mr. Joseph M. Hurley, P.E., Director, San Mateo County Transportation Authority, dated 3/29/06. Re: Menlo Park Station Area Planning Grant.

8.3 Letter from Honorable Carol L. Klatt, Councilmember Daly City, to Honorable Anna Eshoo, House of Representatives, dated 4/05/06. Re: COPE (Barton/Upton/Rush/Pickering) - Preemption of Local Franchising, Reduction of Franchise Fees, PEG Access & Facilities for Cities, Counties, Schools, & Homeland Security.

8.4 Letter from David Carbone, C/CAG ALUC Staff, to Michael Lappen, Senior Planner, City of South San Francisco, dated 3/01/06. Re: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Draft Environmental Impact Report (DEIR) for a Proposed Home Depot Home Improvement Warehouse Building and Related Parking Structure at 900 Dubuque Avenue.

8.5 Letter from David Carbone, C/CAG ALUC Staff, to Rebecca Shapiro, Assistant Planner, City of East Palo Alto Planning Division, dated 4/18/06. RE: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Intent to Adopt a Mitigated Negative Declaration for a Proposed Mixed-Use Development in an Existing Building at 2396 University Ave. (Shoe Club).

9.0 MEMBER COMMUNICATIONS

10.0 ADJOURN

Next scheduled meeting: June 8, 2006 Regular Board Meeting

PUBLIC NOTICING: All notices of C/CAG Board and Committee meetings will be posted at San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.

If you have any questions about the C/CAG Board Agenda, please contact C/CAG Staff:

Executive Director: Richard Napier 650 599-1420 Administrative Assistant: Nancy Blair 650 599-1406

FUTURE MEETINGS

May 3, 2006	2020 Peninsula Gateway Corridor Study TAC - 2:00 P.M. - Menlo Park City Hall.
May 10, 2006	2020 Peninsula Gateway Corridor Study PAC - 4:00 P.M. - Menlo Park City Hall.
May 11, 2006	Legislative Committee - SamTrans 2nd Floor Auditorium - 5:00 P.M.
May 11, 2006	C/CAG Board - SamTrans 2nd Floor Auditorium - 6:00 P.M.
May 18, 2006	CMP Technical Advisory Committee - SamTrans 2nd Floor Auditorium - 1:15 P.M.
May 16, 2006	NPDES Technical Advisory Committee – **CANCELLED.**
May 22, 2006	CMAQ Committee - San Mateo City Hall - Conference Room C - 3:00 P.M.
May 25, 2006	Bikeways and Pedestrian Advisory Committee - San Mateo City Hall - Conference Room C - 7:30 P.M. – **CANCELLED**.
May 25, 2006	Airport Land Use Committee – 4:00 P.M. – Burlingame City Hall. - **Tentative**
May 30, 2006	Administrators' Advisory Committee - 555 County Center, 5th Floor, Redwood City - 8:00 A.M.

C/CAG

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Meeting No. 178
April 13, 2006

1.0 CALL TO ORDER/ROLL CALL

Chair Vreeland called the meeting to order at 7:00 p.m. Roll call was taken.

James Janz - Atherton
Phil Mathewson - Belmont
Rosalie O'Mahony - Burlingame
Joseph Silva - Colma
Judith Christensen - Daly City
Linda Koelling - Foster City
Catherine Mullolly - Hillsborough
Nadia Holobar - Millbrae
Jim Vreeland - Pacifica
Diane Howard - Redwood City
Irene O'Connell - San Bruno
Bob Grassilli - San Carlos
Carole Groom - San Mateo
Rose Jacobs-Gibson - County of San Mateo
Karyl Matsumoto - South San Francisco
Deborah Gordon - Woodside

Absent:

Brisbane
East Palo Alto
Half Moon Bay
Menlo Park
Portola Valley

Others:

Richard Napier, Executive Director - C/CAG
Nancy Blair, Administrative Assistant - C/CAG
Miruni Soosaipillai, C/CAG - Legal Counsel
Walter Martone, C/CAG - Staff
Sandy Wong, C/CAG - Staff
Brian Lee, San Mateo County - Public Works
Jerry Hill, County of San Mateo
Ray Razavi, South San Francisco - City Engineer
Jim Bigelow, Redwood City/San Mateo County Chamber, CMAQ

ITEM 4.1

555 COUNTY CENTER, 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599.1420 FAX: 650.361.8227

4.0 CONSENT AGENDA.

Board Member O'Mahony MOVED approval of Consent Items 4.1, 4.2, and 4.3. Board Member Jacobs-Gibson SECONDED. **MOTION CARRIED** 16-0.

4.1 Review and approval of the Minutes of Board Meeting No. 177 dated March 9, 2006.

4.2 Review and approval of Resolution 06-09 authorizing the C/CAG Chair to execute an amendment to the agreement with Design, Community & Environment to provide staffing support for the use of the PLACES^{3}S land use model for an additional amount of not to exceed $116,580.

4.3 Information on the Lifeline Transportation Program.

5.0 REGULAR AGENDA

5.1 Review and approval of changes to the 2006 State Transportation Improvement Program State Transportation Improvement Program (STIP) for San Mateo County - URGENCY ITEM.

Upon review of the 2006 STIP, the California Transportation Commission (CTC) has requested that $18,877 K be eliminated from the San Mateo County Program. C/CAG staff has been working with Metropolitan Transportation Commission (MTC) and CTC staff to accommodate this request and assign the reduction to the lower priority projects instead of those recommended by the CTC staff. In addition to the recommended change it is requested that C/CAG staff be authorized to continue to negotiate with the Transportation Authority (TA), MTC, and CTC staffs to maximize the total funds for San Mateo County in the 2006 STIP.

Board Member Jacobs-Gibson MOVED to add Item 5.1, the urgency item, to the agenda. Board Member O'Mahony SECONDED. **MOTION CARRIED** 16-0.

Board Member O'Mahony MOVED to accept staff recommendations for the revised changes and to authorize staff to maximize C/CAG's ability to pursue the funds. Member O'Connell SECONDED.

A Super Majority Vote was taken by roll call. **MOTION CARRIED** 16-0. Results: 16 Agencies approving. This represents 76% of the Agencies representing 78% of the population.

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

None.

6.2 Chairperson's Report.

None.

7.0 EXECUTIVE DIRECTOR'S REPORT

None.

8.0 COMMUNICATIONS - Information Only

None.

9.0 MEMBER COMMUNICATIONS

None.

10.0 ADJOURN

Meeting adjourned at 6.18 and was directly followed by the retreat.

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Attendance Report for C/CAG Board and Committees
(For further information or questions contact Richard Napier at 599-1420)

RECOMMENDATION

That the C/CAG Board accept this report on attendance.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Periodically throughout the year the C/CAG Board receives reports of the attendance for the Board and its standing committees. There is no attendance requirement for the C/CAG Board because there is one seat designated for every member jurisdiction. However the C/CAG adopted attendance policy for its standing committees is as follows:

"During any consecutive twelve month period, members will be expected to attend at least 75% of the scheduled meetings and not have more than three consecutive absences. If the number of absences exceed these limits, the seat may be declared vacant by the C/CAG Chair."

ATTACHMENTS

Calendar year 2005/2006 attendance reports for the following:

- C/CAG Board
- Congestion Management and Air Quality Committee (CMAQ)
- Bicycle and Pedestrian Advisory Committee (BPAC)
- Congestion Management Program Technical Advisory Committee (TAC)
- The Airport Land Use Committee (ALUC) met one time in 2005.
- National Pollutant Discharge Elimination System Technical Advisory Committee (NPDES TAC)
- Legislative Committee Attendance Report

ITEM 4.2

Amendment to the Bylaws: Attendance Policy for Committees.

C/CAG Attendance Report 2005

City/County Association of Governments of San Mateo County

Agency	Representative / Alternate	01/13/05	02/10/05	03/10/05	04/14/05	05/12/05	6/9/05	07/07/06	08/11/05	09/08/05	10/13/05	11/10/05	12/8/05
Atherton	William Conwell	x	x	x	x	x	x	No Meeting	x		No Meeting	x	
	James Janz												
Belmont	David Bauer			x			x			x		x	
	Phil Mathewson	x			x	x			x				
Brisbane	Lee Panza	x	x	x	x	x	x		x	x		x	
	Sepi Richardson												x
Burlingame	Rosalie O'Mahony	x	x	x	x	x	x		x	x		x	x
	Teri Nagel												
Colma	Joseph Silva	x	x	x		x				x		x	
	Larry Formalejo				x				x				
Daly City	Judith Christensen		x	x		x	x			x		x	x
	Maggie Gomez				x								
East Palo Alto	Peter Evan												
	Donna Rutherford												
Foster City	Deborah Wilder	x	x	x		x			x	x		x	x
	Linda Koelling				x								
Half Moon Bay	Toni Taylor												
	Jim Grady												
Hillsborough	Tom Kasten		x		x		x		x	x		x	x
	Catherine Mullooly			x									
Menlo Park	Nicholas Jellins	x	x	x	x	x			x	x		x	x
	Kelly Fergusson						x						
Millbrae	Marc Hershman	x	x	x	x	x	x		x	x		x	x
	Linda Larson												
Pacifica	Jim Vreeland		x	x	x	x	x		x			x	x
	Julie Lancelle												
Portola Valley	George Comstock												
	Ed Davis												
Redwood City	Diane Howard	x	x[1]	x[1]	x	x	x		x	x		x	x
	Jim Hartnett												
San Bruno	Irene O'Connell	x	x		x	x	x		x			x	x
	Larry Franzella												
San Carlos	Mike King	x		x			x			x			
	Don Eaton		x						x				
San Mateo	Sue Lempert	x	x		x	x	x		x	x		x	
	Carole Groom			x									
San Mateo County	Rose Jacobs-Gibson	x	x	x	x	x	x		x	x		x	x
	Richard Gordon												
South San Francisco	Karyl Matsumoto	x	x	x	x	x	x		x			x	
	Joseph Fernekes									x			
Woodside	Deborah Gordon	x	x	x	x	x	x			x		x	x

[1] Barbara Pierce, authorized by Redwood City's Mayor, attended the 2/10 and 3/10 meetings as a C/CAG Board Member.

C/CAG Attendance Report 2006

City/County Association of Governments of San Mateo County

Agency	Representative / Alternate	01/12/06	Representative / Alternate	02/09/06	03/09/06	04/13/06
Atherton	James Janz Jerry Carlson	x	James Janz Jerry Carlson	x	x	x
Belmont	Phil Mathewson Bill Dickenson	x	Phil Mathewson Bill Dickenson	x	x	
Brisbane	Sepi Richardson	x	Sepi Richardson	x	x	x
Burlingame	Rosalie O'Mahony Teri Nagel	x	Rosalie O'Mahony Teri Nagel	x	x	x
Colma	Joseph Silva Larry Formalejo		Joseph Silva Larry Formalejo		x	x
Daly City	Judith Christensen Maggie Gomez		Judith Christensen Maggie Gomez	x	x	x
East Palo Alto	Patricia Foster David Woods		Patricia Foster David Woods		x	
Foster City	Linda Koelling Ron Cox	x	Linda Koelling Pam Frisella	x	x	x
Half Moon Bay	Naomi Patridge	x	Naomi Patridge	x	x	
Hillsborough	Tom Kasten Catherine Mullooly	x	Tom Kasten Catherine Mullooly	x	x	x
Menlo Park	Nicholas Jellins Kelly Fergusson	x	Nicholas Jellins Kelly Fergusson		x	x
Millbrae	Nadia Holobar Marc Hershman	x	Nadia Holobar Marc Hershman	x		x
Pacifica	Jim Vreeland Julie Lancelle		Jim Vreeland Julie Lancelle	x	x	x
Portola Valley	Steve Toben Ed Davis		Steve Toben Ed Davis			
Redwood City	Diane Howard Robin Foust	x	Diane Howard Robin Foust	x	x1	x
San Bruno	Irene O'Connell Larry Franzella	x	Irene O'Connell Larry Franzella	x	x	x
San Carlos	Bob Grassilli Inge Tiegel Doherty	x	Bob Grassilli Inge Tiegel Doherty	x	x	
San Mateo	Carole Groom Brandt Grotte	x	Carole Groom Brandt Grotte	x		x
San Mateo County	Rose Jacobs-Gibson Richard Gordon		Rose Jacobs-Gibson Richard Gordon	x	x	x
South San Francisco	Karyl Matsumoto Joseph Fernekes	x	Karyl Matsumoto Joseph Fernekes	x		x
Woodside	Deborah Gordon	x	Deborah Gordon	x	x	x

[1] Alicia Aguirre, authorized by Redwood City's Mayor, attended the 2/10 and 3/10 meetings as a C/CAG Bc

CMAQ 2005 ATTENDANCE REPORT

Name	3/28	4/25	5/23	6/27	7/25	8/29	9/26	10/31	11/28	12/19
David Bauer	C	yes		C		C			C	C
Jim Bigelow	A	yes	yes	A		A	yes	yes	A	A
Deberah Bringelson	N		yes	N		N			N	N
Judith Christensen	C	yes	yes	C	yes	C	yes	yes	C	C
Tom Davids	E	yes	yes	E	yes	E	yes	yes	E	E
Linda Larson	L	yes	yes	L	yes	L		yes	L	L
Sue Lempert	L	yes	yes	L	yes	L	yes	yes	L	L
Arthur Lloyd	E	yes	yes	E	yes	E	yes	yes	E	E
Karyl Matsumoto	D	yes	yes	D	yes	D	yes	yes	D	D
Irene O'Connell		yes	yes		yes		yes	yes		
Barbara Pierce		yes	yes		yes		yes	yes		
Sepi Richardson		yes	yes		yes			yes		
Lennie Roberts										
Toni Stein cl 823-7662					yes		yes	yes		
Toni Taylor										
Marland Townsend		yes	yes		yes		yes	yes		
Onnolee Trapp		yes	yes				yes	yes		

Quorum = 8 voting members

CMAQ 2006 ATTENDANCE REPORT

Name	1/9	2/27	3/27
Jim Bigelow	yes	yes	yes
Deberah Bringelson	yes	yes	
Judith Christensen	yes	yes	yes
Tom Davids	yes	yes	yes
William Dickenson	NA	NA	yes
Linda Koelling	NA	yes	yes
Linda Larson			yes
Sue Lempert		yes	yes
Arthur Lloyd	yes		yes
Karyl Matsumoto	yes	yes	yes
Irene O'Connell	yes	yes	yes
Naomi Patridge	NA	yes	
Barbara Pierce	yes	yes	yes
Sepi Richardson	yes	yes	yes
Lennie Roberts	yes	yes	yes
Toni Stein cl 823-7662	yes	yes	
Onnolee Trapp			

Quorum = 8 voting members

BPAC 2005 ATTENDANCE REPORT

Name	Jan 27	Feb 17	Feb 24	Apr 28	Jun 30 No Quorum	July 28	Oct 27	Dec 1
David Alfano 604-3409	yes	yes	yes	yes		yes	yes	
Michael Barnes 808-6153	yes	yes	yes	yes	yes	yes		yes
Cathy Baylock 579-2623	yes	yes	yes	yes			yes	yes
Maureen Brooks 558-7253		yes	yes	yes	yes		yes	yes
Robert Cronin 323-3436	yes	yes	yes	yes	yes		yes	yes
Karyl Matsumoto 508-7940	yes	yes	yes	yes		yes	yes	yes
Matt Grocott 851-4886	yes	yes	yes			yes	yes	yes
Mike Harding 325-9362	yes	yes	yes	yes	yes	yes	yes	yes
Marc Hershman 573-9500								yes
Ken Ibarra 589-4613	yes	yes		yes				yes
Tom Koos 529-1541	yes	yes	yes		yes			yes
Julie Lancelle 455-0346	yes	yes	yes		yes	yes	yes	
Sue Lempert 342-9667	yes	yes	yes	yes	yes	yes		yes
Mark Meadows 746-7460	yes			yes		yes	yes	yes
Cory Roay 991-8270	na	na	na	yes	yes	yes	yes	yes

Quorum = 8 + 4 elected officials

BPAC 2006 ATTENDANCE REPORT

Name	Feb 11 Tour	Feb 23	Mar 23	Apr 27
David Alfano 604-3409	yes		yes	yes
Michael Barnes 808-6153	yes		yes	
Cathy Baylock 579-2623	yes	yes	yes	yes
Maureen Brooks 558-7253	yes	yes		yes
Robert Cronin 323-3436		yes	yes	yes
Karyl Matsumoto 508-7940	yes	yes	yes	yes
Matt Grocott 851-4886	yes	yes	yes	yes
Mike Harding 325-9362	yes	yes	yes	yes
Marc Hershman 573-9500	yes	yes	yes	yes
Ken Ibarra 589-4613	yes	yes	yes	yes
Tom Koos 529-1541	yes	yes	yes	yes
Julie Lancelle 455-0346	yes	yes	yes	yes
Naomi Patridge 726-8270 568-1230 msg	yes	yes	yes	yes
Mark Meadows 746-7460	yes		yes	yes
Cory Roay 991-8270	yes	yes	yes	yes

Quorum = 8 + 4 elected officials

TAC 2005 ATTENDANCE REPORT

Name	Representing	1/20	2/17	4/21	5/19	7/21	10/20
George Bagdon	Burlingame		yes	yes	yes		yes
Fernando Bravo	East Palo Alto	yes	yes				yes
Merrill Buck	San Bruno	yes	yes	yes	yes		
April Chan	JPB	yes				yes	
Neil Cullen	San Mateo County	yes	yes	yes	yes	yes	yes
Ray Davis	Belmont	yes				yes	yes
Mark Duino	San Mateo County	yes	yes				yes
Craig Ewing	Belmont	yes	yes	yes		yes	NA
Gene Gonzolo	Caltrans	yes	yes			yes	yes
Howard Goode	Transportation Authority			NA	NA	NA	NA
Corinne Goodrich	SamTrans	yes		NA	NA	NA	NA
Geoff Kline	C/CAG	yes	yes	yes			yes
John Lisenko	Foster City	yes	yes	yes	NA	NA	NA
Jon Lynch	Redwood City	yes	yes		yes		yes
Rick Mao	Colma	yes	yes	yes	yes	yes	yes
Parviz Mokhtari	San Carlos			yes	yes	yes	yes
Meg Monroe	Burlingame	yes	yes	yes		yes	yes
Ruben Niño	Menlo Park	yes		yes	yes	yes	yes
Van Ocampo	Pacifica	yes			yes	yes	yes
Larry Patterson	San Mateo	yes		yes	yes	yes	
Ray Razavi	South San Francisco	yes	yes	yes	yes	yes	yes
M. Roddin / K.Folan	MTC		yes	yes	yes		yes
Mo Sharma	Daly City	yes	yes	yes		yes	yes
Ian McAvoy	Sam Trans	NA	NA	yes	yes		
Joe Hurley	Transportation Authority	NA	NA	yes	yes		
Duncan Jones	Atherton	NA	NA	NA	NA	NA	yes
Ray Towne	Foster City	NA	NA	NA	NA	NA	yes

2006 TAC Roster and Attendance				
Member	**Agency**	**Jan**	**Mar**	**Apr**
Neil Cullen (Co-Chair)	San Mateo County Engineering	yes	yes	yes
Ian McAvoy (Co-Chair)	SamTrans	yes	yes	yes
April Chan	Peninsula Corridor JPB			
Duncan Jones	Atherton Engineering		yes	yes
Fernando Bravo	East Palo Alto Engineering		yes	
Gene Gonzalo	CalTrans			
George Bagdon	Burlingame Engineering	yes		
Jon Lynch	Redwood City Engineering	yes	yes	yes
Joseph Hurley	SMCTA	yes	yes	yes
Kenneth Folan / M.Roddin	MTC			
Larry Patterson	San Mateo City Engineering	yes	yes	yes
Liz Cullinan	San Carlos Planning	yes	yes	
Mark Duino	San Mateo County Planning	yes	yes	yes
Meg Monroe	Burlingame Planning	yes	yes	
Mo Sharma	Daly City Engineering	yes	yes	yes
Parviz Mokhtari	San Carlos Engineering	yes	yes	yes
Randy Breault	Brisbane Engineering	N/A	yes	
Ray Davis	Belmont Engineering	yes	yes	yes
Ray Towne	Foster City Engineering	yes		yes
Reza (Ray) M. Razavi	South San Francisco Engineering		yes	
Rick Mao	Colma Engineering	yes	yes	
Ruben Nino	Menlo Park Engineering	yes	yes	yes
Sandy Wong	C/CAG CMP	N/A	yes	yes
Tatum Mothershead	Daly City Planning	yes	yes	yes
Van Ocampo	Pacifica Engineering		yes	

CCAG

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TO: Richard Napier, C/CAG Executive Director

FROM: Dave Carbone, C/CAG Airport Land Use Committee (ALUC) Staff DFC

DATE: May 1, 2006

RE: Airport Land Use Committee (ALUC) Attendance Report for 2005

The C/CAG Airport Land Use Committee (ALUC) is scheduled to meet every-other-month beginning in February each year. That creates a schedule of five meetings per year. The ALUC last met in February 2005. Due to a lack of pending agenda items, the remaining four scheduled meetings in 2005 were cancelled.

The attendance record for the February 2005 ALUC meeting is shown below. Those Representatives and Alternates that were present are shown in bold, italic font. At least seven Representatives or Alternates must be present to achieve a quorum.

Member	Representative	Alternate
City of Brisbane	***Clara Johnson***	Lee Panza
City of Burlingame	***Mike Coffey***	Terry Nagel
City of Daly City **(Absent)**	Carol Klatt	Vacant
City of Foster City **(Absent)**	Linda Koelling	Marland Townsend
City of Half Moon Bay **(Absent)**	Vacant	Vacant
City of Millbrae **(Absent)**	Daniel Quigg	Linda Larson
City of Redwood City	Ian Bain	***Barbara Pierce***
City of San Bruno **(Absent)**	Chris Pallas	Ken Ibarra
City of San Carlos	***Matt Grocott***	Vacant
County of San Mateo	***Mark Church***	Jerry Hill
City of S. San Francisco	Ray Green	***Richard Garbarino***
Aviation Representative	***Richard Newman***	Carol Ford
Half Moon Bay Airport Pilots Assn.	***George Auld***	Eddie Andreini, Jr.

Due to a lack of pending agenda items, the Committee has not yet met in 2006. Attached is a copy of the current ALUC membership roster.

Attachment alucattendancerptapr06.doc

ALUC
Airport Land Use Committee

555 COUNTY CENTER, 5TH FLOOR, REDWOOD CITY, CA 94063 • 650/599-1406 • 650/594-9980

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

CCAG AIRPORT LAND USE COMMITTEE
Membership Roster April 2006

Member	Representative	Alternate
City of Brisbane	**Cyril Bologoff**	Sepi Richardson
City of Burlingame	**Ann Keigrhan**	Russ Cohen
City of Daly City	**Carol Klatt**	Vacant
City of Foster City	**John Kiramis**	Ron Cox
City of Half Moon Bay	**Naomi Patridge**	Vacant
City of Millbrae	**Gina Pappan**	Linda Larson
City of Redwood City	**Alicia Aguirre**	Ian Bain
City of San Bruno	**Ken Ibarra**	Rico Medina
City of San Carlos	**Matt Grocott**	Vacant
County of San Mateo	**Mark Church**	Jerry Hill
City of S. San Francisco	**Mark Addiego**	Richard Garbarino
Aviation Representative	**Richard Newman***	Carol Ford*
Half Moon Bay Airport Pilots Association	**George Auld***	Eddie Andreini, Jr.*

* Indicates non-elected status; all other names indicate elected representatives of their member agencies.

alucattendancerptapr06.doc

ALUC
Airport Land Use Committee

555 COUNTY CENTER, 5TH FLOOR, REDWOOD CITY, CA 94063 • 650/599-1406 • 650/594-9980
(FRM00341W.DOC)

NPDES TAC Attendance Record **Page 1**

2005

AGENCY AND NAME	Telephone #	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
STOPPP				*			*			*			
Bob Davidson	593-3820	x	x	*	x	x	*	x	x	*	x	x	*
EOA, Inc.				*			*			*			*
Fred Jarvis	510 832-2852 x111	x	x	*	x	x	*	x	x	*	x	x	*
Jon Konnan	510-832-2852			*			*			*			*
Regional Board				*			*			*			*
Habte Kifle	510-622-2371	x	x	*		x	*		x	*	x	x	*
Susan Gladstone	510-622-2352	x		*			*			*			*
Carmen Fewless	510-622-2316	x		*			*			*	x		*
Keith Lichten	510-622-2380											x	*
Atherton				*			*			*			*
Steve Tyler	752-0570		x	*	x	x	*	x		*	x	x	*
Troy	752-0551								x	*			*
Belmont				*			*			*			*
Kathleen Phalen	595-7425	x	x	*	x	x	*	x	x	*	x	x	*
Barbara Ebel	595-7427		x	*			*			*			*
Brisbane				*			*			*			*
Matt Fabry	415-508-2134	x	x	*	x	x	*	x	x	*	x	x	*
Burlingame				*			*			*			*
Phil Monaghan	558-7230			*	x	x	*			*			*
Eva Justimbaste	333-4626		x	*	x	x	*	x	x	*	x	x	*
Colma	*			*			*			*			*
Muneer Ahmed	757-8888			*			*			*			*
Meliza Cruz	757-8888			*	x		*	x		*			*
Daly City				*			*			*			*
Cynthia Royer	991-8203			*	x	x	*	x		*			*
Ward Donnelly	991-8208		x	*	x	x	*	x	x	*	x	x	*
East Palo Alto				*			*			*			*
Debra O'Leary	853-3159	x	x	*		x	*	x		*	x	x	*
Foster City				*			*			*			*
Norm Dorais	286-3279	x		*		x	*	x	x	*	x	x	*
Chris Pachmayer	286-3291		x	*			*			*			*
Half Moon Bay				*			*			*			*
Nancy Kyser	726-8265			*			*			*	x		*
Charlie Voos	726-8299	x	x	*	x	x	*	x		*		x	*
Hillsborough				*			*			*			*
Dave Bishop	375-7488		x	*			*			*			*
Jen Chen	375-7488	x		*	x	x	*	x	x	*	x	x	*
Menlo Park				*			*			*			*
Pat Stone	330-6740	x	x	*	x		*		x	*	x	x	*
Dianne Dryer	330-6764			*			*			*			*
Virgina Parks	330-6752			*			*	x		*			*

* NO MEETING

NPDES TAC Attendance Record						Page 2							
2005													
AGENCY AND NAME		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Millbrae													
Khee Lim	259-2347	x		*		x	*		x	*	x		*
Sam Bautista	259-2446			*			*			*			*
Pacifica				*			*			*			*
Raymund Donguines	738-3768		x	*	x	x	*	x		*	x	x	*
Portola Valley				*			*			*			*
Howard Young	851-1700x14			*	x		*	x	x	*	x		*
Barbara Powell		x		*			*	x		*		x	*
Brad Oeryton						x	*			*			*
Redwood City				*			*			*			*
Marilyn Harang	780-7477	x		*	x	x	*		x	*	x	x	*
Rich Boyer			x	*			*			*			*
Ray Bartolo			x	*			*			*			*
San Bruno				*			*			*			*
Merrill Buck	616-7065			*			*			*			*
Wing Wong	616-7043			*			*			*			*
Nader Dahu	616-7065	x	x	*	x	x	*	x	x	*	x	x	*
San Carlos				*			*			*			*
Serena Nevarez	802-4267	x	x	*	x	x	*			*			*
Kristina Woerner	802-4361							x	x	*	x	x	*
San Mateo, City				*			*			*			*
Vern Bessey	522-7342	x		*	x	x	*	x		*	x	x	*
Martin Quan	522-7330						*			*			*
San Mateo, County				*			*			*			*
Ken Robinson	363-4708	x	x	*	x		*			*			*
Susan Hiestand	599-1514			*			*	x		*		x	*
Ann Stillman	599-1417			*			*			*			*
Chris Shirley	599-1457		x	*	x	x	*	x	x	*	x		*
Mark Chow	599-1489			*			*			*			*
Dermot Casey	363-4957									*		x	*
Camille Leung											x		*
So.Bayside Sys Auth				*			*			*			*
Ken Kaufman	594-8411x128			*			*			*			*
So. San Francisco				*			*			*			*
Cassie Prudhel	829-3840	x	x	*	x	x	*	x	x	*	x	x	*
Frank Mandola											x	x	*
Woodside				*			*			*			*
Kelly Posusney	851-6790	x	x	*	x	x	*	x	x	*			*
Richard Chiu	851-6790			*	x		*			*			*
Hope Sullivan											x	x	*
C/CAG				*			*			*			*
Richard Napier	599-1406		x	*			*			*		x	*
Caltrans				*			*			*			*
John Michels	510-622-5996			*			*			*	x		*
Guests				*			*			*			*
John Plock	339-1379			*			*			*			*
Trish Mulvey	326=0252							x		*			*
Kelly Moran											x		*
Attendance		**21**	**24**	*	**24**	**24**	*	**25**	**19**	*	**27**	**26**	*
* NO MEETING													

2006 NPDES TAC Attendance Record		Page 1											
AGENCY AND NAME	**Telephone #**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**
STOPPP/Brisbane													
Matt Fabry	415-508-2134	X	X	X	X								
EOA, Inc.													
Fred Jarvis	510 832-2852 x111		X	X	X								
Jon Konnan	510-832-2852												
Regional Board													
Habte Kifle	510-622-2371	X	X	X	X								
Susan Gladstone	510-622-2352												
Carmen Fewless	510-622-2316												
Keith Lichten	510-622-2380												
Atherton													
Steve Tyler	752-0570	X	X	X	X								
Troy	752-0551												
Belmont													
Kathleen Phalen	595-7425	X		X	X								
Barbara Ebel	595-7427												
Burlingame													
Phil Monaghan	558-7230												
Eva Justimbaste	333-4626	X	X	X	X								
Doug Bell	558-7230			X									
Colma													
Muneer Ahmed	757-8888												
Meliza Cruz	757-8888												
Daly City													
Cynthia Royer	991-8203		X	X									
Ward Donnelly	991-8208	X	X	X	X								
East Palo Alto													
Debra O'Leary	853-3159	X	X	X	X								
Foster City													
Norm Dorais	286-3279	X	X		X								
Chris Pachmayer	286-3291	X											
Half Moon Bay													
Nancy Kyser	726-8265												
Charlie Voos	726-8299	X	X		X								
Hillsborough													
Dave Bishop	375-7488												
Jen Chen	375-7488	X	X	X									
Menlo Park													
Pat Stone	330-6740	X	X		X								
Dianne Dryer	330-6764												
Virgina Parks	330-6752			X									
Millbrae													
Khee Lim	259-2347			X									
Sam Bautista	259-2446												
Pacifica													
Raymund Donguines	738-3768		X	X									
Kathryn Farbstein		X											
*** NO MEETING**													

2006 NPDES TAC Attendance Record		Page 2											
AGENCY AND NAME	**Telephone #**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**
Portola Valley													
Howard Young	851-1700x14		X		X								
Brad Payton													
Redwood City													
Marilyn Harang	780-7477			X	X								
Rich Boyer													
Ray Bartolo													
San Bruno													
Wing Wong	616-7043												
Nader Dahu	616-7065	X	X	X									
San Carlos													
Serena Nevarez	802-4267												
Kristina Woerner	802-4361	X	X	X	X								
San Mateo, City													
Vern Bessey	522-7342	X	X	X	X								
Martin Quan	522-7330	X	X	X	X								
San Mateo, County													
Ken Robinson	363-4708												
Susan Hiestand	599-1514		X		X								
Ann Stillman	599-1417			X									
Chris Shirley	599-1457	X	X	X	X								
Mark Chow	599-1489												
Dermot Casey	363-4957	X	X	X	X								
Camille Leung													
So.Bayside Sys Auth													
Ken Kaufman	594-8411x128												
So. San Francisco													
Cassie Prudhel	829-3840	X	X		X								
Frank Mandola	829-3880	X	X	X	X								
Woodside													
Kelly Posusney	851-6790			X	X								
Richard Chiu	851-6790												
Hope Sullivan					X								
Stephen O'Connell			X										
C/CAG													
Richard Napier	599-1406												
Caltrans													
John Michels	510-622-5996												
Guests													
John Plock	339-1379												
Trish Mulvey	326-0252												
Kelly Moran													
Bob Davidson	593-3820	X											
Attendance		**22**	**24**	**24**	**23**								
* NO MEETING													

LEGISLATIVE COMMITTEE 2005 ATTENDANCE REPORT

Name	1/13	2/10	3/10	4/14	5/12	6/9	7/14	8/11	9/8	10/13	11/10	12/8
Deborah Gordon	yes	yes	yes	yes	yes	yes	C	yes	C	C	C	C
Marc Hershman	yes	yes	yes	yes	yes	yes	A	yes	A	A	A	A
Nicholas Jellins	n/a	n/a	n/a				N		N	N	N	N
Sue Lempert	yes	yes		yes	yes	yes	C	yes	C	C	C	C
Irene O'Connell	yes	yes		yes	yes	yes	E	yes	E	E	E	E
Lee Panza	yes	yes	yes	yes	yes	yes	L	yes	L	L	L	L
Joe Silva	yes	yes	yes		yes		E		E	E	E	E
Marland Townsend		yes					D		D	D	D	D
Mike King	yes					yes		n/a				
Jim Vreeland		yes	yes	yes	yes	yes						
Deborah Wilder	yes	yes	yes		yes			n/a				

Quorum = 5 voting members

LEGISLATIVE COMMITTEE 2006 ATTENDANCE REPORT

Name	1-12	2-9	3-9	4-13
Judith Christensen	na	yes	yes	yes
Deborah Gordon	yes	yes	yes	yes
Marc Hershman	yes	yes	yes	
Nicholas Jellins				
Tom Kasten	yes	yes	yes	
Linda Koelling	na	yes	yes	yes
Irene O'Connell	yes	yes	yes	yes
Rosalie O'Mahony	yes	yes	yes	yes
Joe Silva				yes
Jim Vreeland			yes	

Quorum = 5 voting members

C/CAG AGENDA REPORT

Date: August 13, 1998

To: City/County Association of Governments Board of Directors

From: Patrick W. Kelly, C/CAG Member

Subject: AMENDMENT TO THE BYLAWS: ATTENDANCE POLICY FOR COMMITTEES

RECOMMENDATION

That the C/CAG Board consider an amendment to its the Bylaws to establish policy regarding attendance at all C/CAG Committee and Subcommittee meetings. This policy would not apply to attendance at the full C/CAG Board meetings.

FISCAL IMPACT

No impact.

BACKGROUND/DISCUSSION

C/CAG Committees and Subcommittees are charged with the responsibility of surfacing and researching issues, considering public and expert testimony, and developing recommendations for C/CAG to consider in setting policy and funding specific projects. Appointment to one of these Committees and/or Subcommittees carries with it a great responsibility for each member to become knowledgeable about the subject matter, to solicit input and feedback from the members constituency, and to represent the views of their constituency at the meetings of the Committees and Subcommittees. In order to perform these functions it is important that attendance at the meetings be regular. Spotty attendance is disruptive to the work of the groups and unfair to those who attend regularly. Materials previously reviewed and discussions previously held must be revisited and sometimes actions must be postponed due to the failure to have a quorum present. Most important of all, absences from the meetings deprives the constituency represented by that member from having a voice at those meetings.

Therefore I am proposing the following amendment to the Bylaws regarding attendance at all Committee and Subcommittee meetings.

Article VI. Committees

Section 3. During any consecutive twelve month period, members will be expected to attend at least 75% of the scheduled meetings and not have more than three consecutive absences. If the number of absences exceed these limits, the seat may be declared vacant by the C/CAG Chair.

Attendance by designated alternates, where included in the composition of the committee, will not count toward meeting the attendance requirement of the member. Appointments to fill the vacant seats will be made at the next regularly scheduled C/CAG meeting from existing waiting lists if available. If not, a recruitment process will be initiated and the appointment will be made as soon as practical.

Appointments to fill vacancies on committees should also make every attempt to balance the representation to include the different regions of the County. Although this is not always possible, it should become a prime consideration of the Board when conducting recruitments and making appointments. The C/CAG Executive Director will notify the C/CAG Chair if and when there is the need to apply this new policy, and will also periodically report on the attendance of member jurisdictions at meetings of the full Board.

ATTACHMENTS

None.

Approved August 13, 1998

F:\USERS\TERIW\STAFFRPT\ATTENDAN.CCA

C/CAG AGENDA REPORT

Date: May 11, 2006

To: C/CAG Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 06-09 of the Board of Directors of the City/County Association of Governments (C/CAG) of San Mateo County authorizing the execution of a contract with the San Mateo County Economic Development Association (SAMCEDA) to hold a workshop with the business community using the PLACE3S land use model. The Board previously adopted this task as part of the approval of the El Camino Real Incentive Program. This workshop is in accordance with the task adopted in the El Camino Real Incentive Program and will have a fixed cost of $15,000.

(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

Review and approval of Resolution 06-09 of the Board of Directors of the City/County Association of Governments (C/CAG) of San Mateo County authorizing the execution of a contract with the San Mateo County Economic Development Association (SAMCEDA) to hold a workshop with the business community using the PLACE3S land use model in accordance with staff recommendation. The Board previously adopted this task as part of the approval of the El Camino Real Incentive Program. This workshop is in accordance with the task adopted in the El Camino Real Incentive Program and will have a fixed cost of $15,000.

FISCAL IMPACT

The cost to hire SAMCEDA for the El Camino Real workshop will be fixed at fifteen thousand dollars ($15,000).

SOURCE OF FUNDS

The fifteen thousand dollars ($15,000) is available through the Congestion Relief Plan.

BACKGROUND/DISCUSSION

This workshop is in accordance with the C/CAG El Camino Real Incentive program adopted by the C/CAG Board of Directors on November 10, 2005. Please refer to item 4 on page 3 of the

attached Agenda Report on the El Camino Real Incentive Program from the November 10, 2005 C/CAG Board of Directors Meeting.

The objective of this workshop is to obtain valuable input from the business community as to their vision for future land uses along El Camino Real. It will be valuable to gain an understanding of the feasibility of future developments as well as any constraints that they see in moving forward with desired types of developments. This information can be utilized for future policy development and it will assist current ongoing efforts to revitalize the El Camino Real corridor. Additionally, this information will be provided to the cities and County for their consideration when they do their workshop.

SAMCEDA has been selected to promote and host the workshop based on their well-established position in the San Mateo County business community. SAMCEDA has over fifty years of effective business leadership in the public policy arena. SAMCEDA promotes the creation of workforce housing and supports the integration of the regional transportation system. SAMCEDA's connections make the organization a vital player in kicking off the El Camino Real effort.

ATTACHMENTS

Resolution 06-09
Agreement between City/County Association of Governments and SAMCEDA for professional services
Exhibit A
Agenda Report on the El Camino Real Incentive Program from the November 10, 2005 C/CAG Board of Directors Meeting (pages 1 and 3 from this report are attached)

RESOLUTION 06-09

* * * * * * * * * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE EXECUTION OF A CONTRACT WITH THE SAN MATEO COUNTY ECONOMIC DEVELOPMENT ASSOCIATION (SAMCEDA) TO HOLD A WORKSHOP WITH THE BUSINESS COMMUNITY USING THE PLACE3S LAND USE MODEL.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG has decided to work with the local jurisdictions along the El Camino Real Corridor to develop a comprehensive land use and transportation plan; and

WHEREAS, C/CAG has determined that a local business organization is needed to reach the business community for this project; and

WHEREAS, C/CAG has selected SAMCEDA to provide these services.

NOW, THEREFORE, BE IT RESOLVED that the Board has determined that it is in its best interest to utilize SAMCEDA because of their unique qualifications and connections to the business community; and that the Chair the Board of Directors of C/CAG is hereby authorized and directed to execute said agreement in the amount of $15,000 for and on behalf of C/CAG, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF MAY 2006.

_____

James M. Vreeland Jr., Chair

AGREEMENT BETWEEN CITY/COUNTY ASSOCIATION OF GOVERNMENTS AND SAMCEDA FOR PROFESSIONAL SERVICES

THIS AGREEMENT is entered into on May 11, 2006, between the City/County Association of Governments ("C/CAG") and SAMCEDA.

WHEREAS, C/CAG is a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans; and,

WHEREAS, C/CAG has determined that SAMCEDA's assistance is required to effectively reach the business community so that they can provide input regarding land uses for C/CAG's El Camino Real Corridor Project; and

WHEREAS, SAMCEDA has the capacity and is willing to provide C/CAG with such assistance and services.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Rendition of Services. SAMCEDA agrees to provide C/CAG with the assistance and services as described in Exhibit A.

2. Payment. In consideration of SAMCEDA providing the assistance and services described in Exhibit A, C/CAG shall reimburse SAMCEDA the amount of fifteen thousand dollars ($15,000) under this Agreement.

3. Term of Agreement. This Agreement shall commence on May 11, 2006, and shall continue until December 31, 2006 unless terminated by either party upon thirty (30) days prior written notice.

4. Indemnifications and Liability. C/CAG shall indemnify, keep and save harmless SAMCEDA against any and all suits, claims or actions arising out of any intentional, reckless, or negligent conduct by C/CAG, its agents or employees in the course of C/CAG's performance of its responsibilities under this Agreement.

SAMCEDA shall indemnify, keep and save harmless C/CAG, its directors, officers, employees and agents against any and all suits, claims or actions arising out of any intentional,

reckless or negligent conduct by SAMCEDA in the course of SAMCEDA's performance of the responsibilities under this Agreement.

5. Workers' Compensation and Employer Liability Insurance: SAMCEDA shall have in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage.

6. Assignment and Delegations. Neither C/CAG nor SAMCEDA shall assign any of its rights or transfer any of its obligations under this Agreement without the prior written consent of the other party. Any attempt, not in accordance with this paragraph, to assign or delegate rights or obligations under this Agreement shall be ineffective, null and void.

7. Termination. In the event of termination of this Agreement for reasons other than SAMCEDA's breach of the Agreement, SAMCEDA shall be compensated on a prorated basis for all services performed through the termination date.

8. Non Discrimination. Contractors shall not discriminate or permit discrimination against any person or group of persons on the basis or race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.

9. Applicable Law. This Agreement, its interpretations and enforcement shall be governed by the laws of the State of California.

10. Binding on Successors. This Agreement is binding on and inures to the benefit of the successors of the parties.

11. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when sent, and shall be given by personal service or by certified mail, return receipt requested, to the address set forth below or to such other addresses that may be specified in writing to all parties to this Agreement.

If to C/CAG: Richard Napier, C/CAG Executive Director
555 County Center, 5th Floor
Redwood City, CA 94063

If to Consultant: Deberah Bringelson, President & CEO
SAMCEDA
One Waters Park Drive, Suite 101
San Mateo, CA 94403

12. Severability. If one or more of the provisions or paragraphs of this Agreement shall be found to be illegal or otherwise void or unenforceable, the remainder of this Agreement shall not be affected and shall remain in full force and effect.

IN WITNESS HEREOF, the parties have caused this Agreement to be entered into as of the day and year set forth on page one of this Agreement.

SAMCEDA

Dated: _____

BY:

Signature _____
Deberah Bringelson, President & CEO

CITY/COUNTY ASSOCIATION OF GOVERNMENTS

Dated:_____

BY:
Signature _____
Name: James M. Vreeland Jr.
Title: Chairman

C/CAG LEGAL COUNSEL

Dated: _____

BY:
Signature _____
Name: Miruni Soosaipillai

EXHIBIT A

Re: SAMCEDA El Camino Real Workshop

I SAMCEDA Key Qualifications

- SAMCEDA is organized to involve member businesses, individuals, and civic leaders in a collaborative effort with local, regional and state officials. SAMCEDA is well positioned to assist C/CAG with the outreach required for this workshop.
- Incorporated in 1953, SAMCEDA, the voice of business on the Peninsula, has over fifty years of effective business leadership in the public policy arena.
- SAMCEDA works to influence public policy on key issues that include expanding housing to meet workforce needs and integrating the regional transportation system.

II Scope of Work

The following summarizes the scope of work that SAMCEDA will undertake to conduct a land use modeling workshop for the business community along the El Camino Real corridor.

SAMCEDA

Task 1.1 SAMCEDA is to define and invite the participants as well as to set up and provide refreshments and support for the workshop. This should include determining the right location and the right group of people in addition to taking the necessary action to get solid representation such that C/CAG is able to obtain valid direction from the workshop. The goal is to achieve this through a 2 ½ hour workshop using the enhanced PLACE3S model. The PLACE3S model will utilize a map that displays current conditions along El Camino Real in San Mateo County and will provide opportunities to model land use changes and compare the differences these changes would have against the current conditions on housing, jobs, proximity to transit, and pedestrian friendliness. The participants should go through the PLACE3S model to identify the opportunities that they see as viable along the El Camino Real corridor.

C/CAG

Task 2.1 The objective is to hold a workshop with the appropriate cross section of the business community and to have the business community provide input on opportunities and land uses for locations along the El Camino Real corridor. C/CAG is to run the workshop with Design, Community, & Environment. C/CAG will define the workshop goals and define the use of the model as a resource for cities/towns.

Task 2.2 DC&E to run the PLACE3S model city by city so as not to get into minute areas or details. The workshop will be for approximately 30 business representatives that are interested in providing input on the potential future development of the El Camino Real Corridor east of Highway 101 and 4 stations will be set up for 5 to 8 individuals at each station.

III Schedule

SAMCEDA anticipates holding the workshop on May 17th, 2006.

IV Costs

Costs for the scope of services described above shall be the fixed amount of $15,000.

C/CAG AGENDA REPORT

Date: November 10, 2005

To: City/County Association of Governments Board of Directors

From: Congestion Management and Air Quality Committee

Subject: REVIEW AND APPROVAL OF AN INCENTIVE PROGRAM FOR LOCAL JURISDICTIONS TO PARTICIPATE IN THE DEVELOPMENT AND IMPLEMENTATION OF A TRANSPORTATION AND LAND USE PLAN FOR THE EL CAMINO REAL CORRIDOR

(For further information or questions contact Richard Napier at 599-1420, Walter Martone at 599-1465, or Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board approve the recommendations of its Congestion Management and Air Quality Committee (CMAQ) and its Technical Advisory Committee (TAC) for an incentive program for local jurisdictions to participate in the development and implementation of a comprehensive transportation and land use plan for the El Camino Real (ECR) Corridor as contained in this report.

FISCAL IMPACT

This program will provide significant financial incentives for the fourteen jurisdictions along the ECR Corridor to participate in the process, conduct detailed land use planning for their individual jurisdictions, and to implement specific projects. Jurisdictions will be awarded planning grants of up to $50,000 for this purpose.

The cost to C/CAG to modify the PLACES Land Use Model will be $75,000 and the cost for technical support to operate the Model at the meetings with the fourteen local jurisdictions will be $100,000. The recommendation at this time is to fund the modifications to the Model. After this is complete, staff will develop a schedule for the various planning meetings with the local jurisdictions and present a further recommendation to C/CAG to fund the operation of the Model at these meetings.

The cost to C/CAG for using the C/CAG Travel Forecasting Model to determine the transportation impacts of various land use and transportation scenarios will be determined as a result of a request for proposals for overall modeling support that will be issued in November 2005.

planning/General Plan/Zoning process. Completion of the General Plan and Zoning process would also make the City/ County eligible for various implementation incentives. There are two ways that the local ECR plan can be considered as eligible for funding:

a. An existing locally adopted plan that is consistent with C/CAG adopted transportation and land use objectives for the Corridor. The plan must be reviewed by C/CAG staff to determine eligibility.
b. Participation in a Local ECR Workshop conducted by C/CAG and adoption of a Local ECR Plan with strategies that are consistent with C/CAG adopted transportation and land use objectives for the Corridor.

3. Additional incentives will be provided for jurisdictions to implement these plans. In order to make the work conducted under #1 and 2 a reality, local jurisdictions may have to make zoning changes and General Plan Amendments. Furthermore they will need funding to make community and infrastructure improvements, and potentially to provide enticements for developers and new businesses. C/CAG will be coordinating with a number of partners including SamTrans, the Transportation Authority, MTC, ABAG, and Caltrans to develop incentives to assist with this effort. Some of these will likely include:
   a. Eligibility for Transit Oriented Development grants on El Camino Real.
   b. Transportation capital improvement grants.
   c. Implementation of transit improvements.
   d. Local transportation services operating grants.
   e. Bicycle and pedestrian improvement grants.
   f. Assistance with the design of community improvements.
   g. Landscaping and other beautification grants.

PLANNING PROCESS

It is proposed that C/CAG develop a Countywide ECR Corridor Plan. Incentives are provided for the cities and County to provide the necessary planning data. The detailed flow chart in Attachment 2, illustrates all of the elements of the process and how they link together. Attachment 3 provides a detailed description of the Planning Process. In general the Planning Process will be as follows:

1- C/CAG and Caltrans will develop a consensus on a definition for the role for El Camino Real.

2- C/CAG will develop a modeling tool. The ABAG Places model will be used and optimized for El Camino Real. A Cooperative Agreement with ABAG will be executed.

3- C/CAG will develop targets for land-use for the Cities and County.

4- A workshop is planned with the business community to established the type of development that would be of interest to them. It is proposed that C/CAG contract with SAMCEDA/ P3 for this effort.

5- ECR land-use will be defined through the ECR Corridor Workshops, Local ECR Corridor Plans, or C/CAG defined targets. This completes the initial land use

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: AUTHORIZATION TO FUND THE EL CAMINO REAL INCENTIVE PROGRAM UNDER C/CAG'S CONGESTION RELIEF PLAN

(For further information or questions contact Richard Napier at 599-1420 or Walter Martone at 599-1465)

RECOMMENDATION

That the C/CAG Board authorize the use of funding under the Congestion Relief Plan to pay for the El Camino Real Corridor Program.

FISCAL IMPACT

It is anticipated that the Fiscal Year 2005-06 expenses related to the El Camino Real Corridor Program will be approximately $100,000 and the Fiscal Year 2006-07 expenses will be $400,000.

SOURCE OF FUNDS

The Congestion Relief Plan is funded through C/CAG Member Agency assessments as part of a Countywide Deficiency Plan that protects the local jurisdictions from having to develop individual deficiency plans resulting from violations of the Level of Service Standards on the Congestion Management Program roadway network. The Congestion Relief Plan also protects local jurisdictions from losing gas tax revenues resulting from these violations.

BACKGROUND/DISCUSSION

On February 14, 2002 the C/CAG Board adopted a Countywide Deficiency Plan (later renamed the Congestion Relief Plan) in response to the fact that over 95% of the local San Mateo County jurisdictions had violations of the Level of Service Standards within their jurisdictions. Under State law, a local jurisdiction that has a violation must either develop a deficiency plan that shows how the violation will be addressed, or that jurisdiction can lose a portion of its gas tax funds until such time as the violation is corrected. The C/CAG Board decided that it would be more cost effective to fund a Countywide effort to address all of these violations collectively; thereby protecting individual jurisdictions from incurring the responsibility for developing and implementing a plan for each violation separately.

The Congestion Relief Plan provided funding to support a number of Countywide congestion relieving programs. They included the following:

Program	Annual Funding
▪ Countywide Trip Reduction Programs provided by the Peninsula Traffic Congestion Relief Alliance	$500,000
▪ Freeway Ramp Metering	$100,000
▪ Countywide Intelligent Transportation Systems	$200,000
▪ Employer and locally based shuttle service	$500,000

Once the plans for the Ramp Metering and Intelligent Transportation Systems were completed, there was a lag time before the implementation of specific programs began. The start up of various shuttle programs has been done in phases so that local jurisdictions have had sufficient time to do appropriate community based planning for these services. This has resulted in there being a projected surplus in the Congestion Relief Program of approximately $850,000 at the end of Fiscal Year 2005-06.

On November 10, 2005 the C/CAG Board approved the El Camino Real Corridor Program. This program will provide incentives to jurisdictions along the Corridor to do comprehensive planning for the entire stretch of El Camino Real within each jurisdiction. The purpose of the plan will be to identify opportunities for increasing the affordable housing stock, supporting the economic vitality of the Corridor, and enhancing the opportunities for improved transportation and use of transit in the Corridor.

Increasing the availability of affordable housing in San Mateo County has been identified by C/CAG as of critical concern, and is also one of the most important factors in addressing current and future traffic congestion Countywide. The El Camino Real Corridor is one of the few locations in this County that has the potential to make significant impacts in this problem. Staff has determined that the goals and potential for benefits to be derived from this Corridor Program are consistent with the goals for the Congestion Relief Program, and therefore recommends that this Program be included as one of the allowable activities for the use of these funds.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: May 11, 2006

TO: C/CAG Board of Directors

From: Richard Napier - C/CAG

Subject: Review and approval of the C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2005

(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and accept the C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2005 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

Member assessments, parcel fee, motor vehicle fee (AVA/ TFCA/ AB1546) and State/ Federal Transportation Funds.

Background/ Discussion:

An independent audit was performed on C/CAG for the year ended June 30, 2005. No issues were identified that required correction. The Management Discussion and Analysis is attached. The complete audit is provided in the packet separately.

Attachment:

Management Discussion and Analysis for the Basic Financial Statements (Audit) for the Year Ended June 30, 2005

C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2005 - Provided separately

Alternatives:

1- Review and accept the C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2005 in accordance with the staff recommendation.

ITEM 4.4

2- Review and accept the C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2005 in accordance with the staff recommendation with modifications.

3- No Action.

Management Discussion and Analysis for the Basic Financial Statements (Audit) for the Year Ended June 30, 2005

MANAGEMENT'S DISCUSSION AND ANALYSIS

The information presented in the "Management's Discussion and Analysis" is intended to be a narrative overview of the City/County Association of Governments of San Mateo County (C/CAG) financial activities for the fiscal year ended June 30, 2005. We encourage readers to consider this information in conjunction with the accompanying financial statements, notes, supplementary and statistical information located herein.

In June 1999, the Governmental Accounting Standards Board (GASB), which sets the financial reporting rules, "Generally Accepted Accounting Principles" (GAAP) for all State and Local Governments, established a new framework for financial reporting. This new framework represents the biggest single change in the history of governmental accounting. These changes, which are collectively known as *GASB Statement #34: Basic Financial Statement – and Management's Discussion and Analysis – for State and Local Governments*, are required to be implemented by June 30, 2003.

The changes to the financial statements in the Government-wide section now provide reporting that is similar to private sector companies by showing financial statements with a "Net Assets" bottom line approach. However, government agencies are mandated to account for certain resources and activities separately, thereby necessitating a fund-by-fund financial format as shown in the Fund Financial Statements section. The presentation of these two different types of statements together in one report requires the inclusion of two reconciliations to better assist the reader.

FINANCIAL HIGHLIGHTS

- The combined C/CAG revenues were $6,224,646 (actual) versus $6,524,960 (budget) or $300,314 under the budget.
- The combined C/CAG expenditures were $7,939,830 (actual) versus $6,892,182 (budget) or $1,046,648 over the budget.
- The combined C/CAG Fund ending balance was $2,486,134 (actual).
- A new program was setup called the AB 1546 Program. This program will provide approximately $2.5M a year, starting 7/1/05 through 1/01/09, for congestion and environmental impacts caused by motor vehicles.
- Congestion Relief Plan studies were fully underway. These studies include the 2020 Gateway Study, Highway 101 Ramp Metering Study, and the Intelligent Transportation System Study.
- The Local Transportation Project under Congestion Relief disbursed $594,905 (not broken out in audit) to the cities and County for local transportation projects for FY 04-05.
- Annual implementation of the Congestion Management Program, NPDES Storm-water Pollution Prevention Program (STOPPP), Abandoned Vehicle Abatement Program (AVA), Transportation Fund for Clear Air County (TFCA) Program, and State Legislative Program.

FINANCIAL STATEMENT OVERVIEW

This discussion and analysis is intended to serve as an introduction to the C/CAG Annual Financial Report. The C/CAG's basic financial statements are comprised of three components: 1) Government-wide Financial Statements, 2) Fund Financial Statements, and 3) Notes to the Financial Statements.

Government-wide Financial Statements: The *Government-wide Financial Statements* are designed to provide readers with a broad overview of C/CAG's finances. These statements include *all* assets and liabilities, using the full *accrual basis of accounting*, which is similar to the accounting used by most private-sector companies. All revenues and expenses related to the current fiscal year are included regardless of when the funds are received or paid.

- The *Statement of Net Assets* presents all of C/CAG's assets and liabilities, with the difference reported as *net assets*. Over time, increases or decreases in net assets may serve as a useful indicator to determine whether the financial position of C/CAG is improving or deteriorating.
- The *Statement of Activities* presents information showing how C/CAG's net assets changed during the fiscal year. All changes in net assets (revenues and expenses) are reported when the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Accordingly, revenues and expenses are reported in this statement for items that will result in cash flows in future fiscal periods (e.g., uncollected tax revenues, and accrued but unpaid interest expenses).

The services of C/CAG are considered to be governmental activities including General Government and Interest Expense. All C/CAG's activities are financed with investment income, City/ County fees, State/Federal/ Regional grants, and County discretionary State/ Federal Transportation funds.

Fund Financial Statements: A fund is a grouping of related accounts that are used to maintain control over resources that have been segregated for specific activities or objectives. C/CAG used fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of C/CAG's activities are reported in governmental funds. These funds are reported using modified accrual accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental Fund Financial Statements provide a detailed view of C/CAG's operations. Governmental fund information helps to determine the amount of financial resources used to finance C/CAG's programs.

We describe the differences between government-wide *governmental activities* (reported in the Statement of Net Assets and the Statement of Activities) and *governmental funds* (segregated by major fund) in a reconciliation shown on the page following each of the Fund Financial Statements. This reconciliation identifies the differences between the modified accrual accounting and the "full" accrual accounting. The major differences include recognition of accrued expenses, capital assets, and long-term debt liabilities shown in the Statement of Net Assets and Statement of Activities, which are not shown in the Fund Financial Statements.

Notes to the Financial Statements: The notes provide additional information that is essential for a full understanding of the data provided in the Government-wide and Fund Financial Statements.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

The government-wide analysis focuses on the net assets (Table 1) and changes in net assets (Table 2) for C/CAG's governmental activities.

Table 1
Net Assets

	June 30, 2004 Governmental Activities	June 30, 2005 Governmental Activities
Assets:		
Cash and investments (Note 2)	$ 3,508,045	$ 2,962,018
Accounts receivable	$ 2,431,881	$ 562,558
Interest receivable	$ 12,618	$ 21,354
Total Assets	$ 5,952,544	$ 3,545,930
Liabilities:		
Accounts payable	$ 1,751,226	$ 1,059,796
Total Liabilities	$ 1,751,226	$ 1,059,796
Net Assets:		
Restricted for:		
Economic uncertainties & contingencies	$ 194,250	$ 0
Congestion Relief	$ 2,637,704	$ 589,873
NPDES	$ 1,102,215	$ 1,372,303
Air Quality (BAAQMD)	$ 92,257	$ 109,415
Abandoned Vehicle	$ 174,172	$ 358,709
Unrestricted	$ 720	$ 55,834
Total net assets	$ 4,201,318	$ 2,486,134

See accompanying notes to financial statements.

Table 2
Statement of Activities with
Changes in Net Assets
Year Ended June 30

	2004	2005
Revenues:		
Program Revenues:		
Charges for Services	$549,033	$1,005,310
Operating grants and Contributions	3,251,074	3,189,023
Capital Contributions and Grants	2,100,000	
General revenues:		
Transportation Authority cost sharing	407,794	433,326
Abandoned vehicle program	496,363	691,798
AB 434 DMV Fees	747,372	817,807
Investment Income	45,620	87,382
Total revenues	7,597,256	6,224,646
Expenses:		
General government	302,836	223,839
Transportation:		
San Mateo congestion relief plan	3,240,862	5,209,777
Air Quality	1,324,244	804,678
NPDES stormwater	1,284,663	1,181,181
Abandoned vehicle abatement	691,426	520,355
Total expenses	6,844,031	7,939,830
Excess (Deficiency) of revenues over expenses	753,225	(1,715,184)
Net assets at beginning of year	3,448,093	4,201,318
Net assets at end of year	$4,201,318	$2,486,134

Government Activities – C/ CAG's Governmental Funds expenditures are shown in Table 3.

Table 3
Governmental Funds Expenditures
Year Ended June 30

	2004	2005
General Fund		
Professional services	$239,671	$120,574
Field and program supplies	59,592	4,532
Dues and membership	100	608
Conferences and meetings	102	3,012
Publications		79,353
Other	3,371	7,506
Total General Fund	$302,836	$215,585
Congestion Management		
Professional services	$3,080,340	$2,651,723
Field and program supplies	11,517	1,320
Conferences and meetings	3,419	2,317
Publications	31	1,302
AB 434 program		13,095
Other	145,555	2,540,020
Total Congestion Relief	$3,240,862	$5,209,777
NPDES		
Professional services	$1,145,220	$1,146,467
Field and program supplies	1,088	188
Dues and membership	79,213	26,305
Conferences and meetings	437	580
Publications	53,796	7,641
Other	4,909	
Total NPDES	$1,284,663	$1,181,181
BAAQMD		
Professional services	$300,409	$746,345
AB 434 program	1,023,835	58,333
Total BAAQMD	$1,324,244	$804,678
Abandoned Vehicle		
Abandoned vehicle program	$691,426	$520,355
Total Abandoned Vehicle	$691,426	$520,355
AB 1546		
Professional services		$4,608
Field and program supplies		3,367
Publications		279
Total AB1546		$8,254

* Rounding error may result in a small difference with various presentations of the data.
** AB 1546 Fund was not created until FY 04-05.

FINANCIAL ANALYSIS OF THE C/CAG FUNDS

At year-end C/CAG's governmental funds reported combined fund balances of $2,486,134.

C/CAG Combined Highlights

- The combined C/CAG revenues were $6,224,646 (actual) versus $6,524,960 (budget) or $300,314 under the budget. This decrease was due to a reduction in cost reimbursement in the Congestion Management Program.
- The combined C/CAG expenditures were $7,939,830 (actual) versus $6,892,182 (budget) or $1,047,648 over the budget.
- The combined C/CAG Fund ending balance was $2,486,134 (actual).

General Fund

- Interest is received into the General Fund and then proportionately allocated to each fund at the end of the year.
- A policy was adopted by the C/CAG Board to share certain General Fund costs with the other funds.
- Revenue includes member contributions of $226,779.

Congestion Relief

- Consists of Congestion Management, Street Repair Program, and Congestion Relief.
- Revenue includes member contributions of $1,654,563. Remaining revenues are intergovernmental grants.
- Revenues decreased from the prior year by $1,372,610 due to receipt of one-time funds for the 2000 Street Repair Program in FY 03-04. Expenditures increased by $1,095,799 due to one-time expenditures in the 2000 Street Repair Program.
- Expenditures increased in the Congestion Relief Program over the prior year (FY 03-04) due to the increased studies activity and the local/ employer shuttle programs.
- The 2000 Street Repair Program was 90% completed with $1,843,199 (not broken out in audit) in funds disbursed to Cities and County.
- The Local Transportation Project under Congestion Relief disbursed $594,905 (not broken out in audit) to the cities and County for local transportation projects for FY 04-05.
- Implementation of the program with the Metropolitan Transportation Commission (MTC) to develop strategies, policies and tools to link transportation and land use was underway in FY 04-05. MTC provides an additional $150,000 a year in planning funds for the next three years to fund the program under Congestion Relief.
- Congestion Relief Plan studies were fully underway. These studies include the 2020 Gateway Study, Highway 101 Ramp Metering Study, and the Intelligent Transportation System Study.

NPDES

- Revenue includes NPDES fees of $1,307,678.
- Fund balance growth of $178,323 from $1,193,980 (beginning) to $1,372,303 (ending) is due to timing of contract payments and ramping up of expanded programs to meet the amended NPDES Storm-water permit.

Bay Area Air Quality Management District

- Revenues received are completely disbursed to participating agencies and the administrator.
- The difference between the revenues and expenditures is due to the timing of invoices and payments. Remaining can be carried for payment up to a total of three years.
- There is a nominal undedicated carry-forward of funds each year due to administration and projects costing less than what was programmed.

Abandoned Vehicle Abatement Program

- Revenues received are completely disbursed to participating agencies and the administrator.
- The difference between the revenues and expenditures is due to the timing of payments.

AB 1546

- A new program was setup called the AB 1546 Program. This program will provide approximately $2.5M a year, starting 7/1/05 through 1/01/09, for congestion and environmental impacts caused by motor vehicles. $100,286 was spent programming the Department of Motor Vehicles computer to collect the fee. This was paid from the Congestion Relief Program. It will be repaid from AB 1546 in FY 05-06 from the revenues collected. $8,254 was paid for newspaper advertisements of public meetings to define the AB 1546 Program.

CONTACTING THE C/CAG FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, investors, and creditors with a general overview of the C/CAG finances. If you have any questions about this report or need additional information, please contact the Executive Director of the City/ County Association of Governments of San Mateo County at 555 County Center Fifth Floor, Redwood City, CA 94063 or the C/CAG Financial Agent which is the Finance Department at the City of San Carlos, 600 Elm Street, San Carlos, CA 94070.

C/CAG Basic Financial Statements (Audit) for the
Year Ended June 30, 2005 - Provided separately

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolution 06-10 authorizing the C/CAG Chair to execute an agreement for a one-year extension of Eisenberg, Olivieri, and Associates, Inc. (EOA)'s contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $632,000

(For further information or questions, contact Matt Fabry at 415-508-2134)

RECOMMENDATION

Review and approval of Resolution 06-10 authorizing the C/CAG Chair to execute an agreement for a one-year extension of Eisenberg, Olivieri, and Associates, Inc. (EOA)'s contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $632,000 in accordance with the staff recommendation.

FISCAL IMPACT

Not to exceed $632,000, paid out of the 2006-07 NPDES budget. The proposed contract value is the same as previous years and is included in the draft 2006-07 NPDES budget. This makes the total contract value $1,300,900.

SOURCE OF FUNDS

Parcel fee collected through San Mateo County Flood Control District or City General Funds. All cities and County pay specifically into the NPDES Stormwater Pollution Prevention Program (STOPPP).

BACKGROUND/DISCUSSION

The C/CAG Board has a policy of periodically requesting proposals for consultant contracts. The Board has extended EOA's contract in two-year increments multiple times since the last Request for Proposals (RFP) was issued. C/CAG staff initiated the RFP process earlier this year; however, given the short timeframe before the end of the fiscal year and uncertainties associated with the State's proposed Municipal Regional Stormwater Permit, the C/CAG Board directed staff to negotiate a one-year contract extension with EOA. This will allow C/CAG staff to prepare a thorough Request for Proposals that incorporates issues associated with the Regional Permit process, with the intent of having a new contract in place by July 2007. This is consistent with STOPPP's Technical Advisory Committee recommendation.

ATTACHMENTS

- Resolution 06-10
- EOA's April 14, 2006 proposed Scope of Work and Budget for FY 2006-07

ALTERNATIVES

1- Review and approval of Resolution 06-10 authorizing the C/CAG Chair to execute an agreement for a one-year extension of Eisenberg, Olivieri, and Associates, Inc. (EOA)'s contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $632,000 in accordance with staff's recommendation.

2- Review and approval of Resolution 06-10 authorizing the C/CAG Chair to execute an agreement for a one-year extension of Eisenberg, Olivieri, and Associates, Inc. (EOA)'s contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $632,000 in accordance with staff's recommendation with modifications.

3- No action.

RESOLUTION NO. 06-10

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A ONE-YEAR EXTENSION TO EISENBERG, OLIVIERI, AND ASSOCIATES INC. (EOA)'S CONTRACT FOR TECHNICAL CONSULTING SERVICES TO THE SAN MATEO COUNTYWIDE STORMWATER POLLUTION PREVENTION PROGRAM

WHEREAS, the City/County Association of Governments (C/CAG) manages the Countywide Stormwater Pollution Prevention Program (STOPPP); and,

WHEREAS, the Stormwater Pollution Prevention Program requires technical consulting services; and,

WHEREAS, EOA has provided satisfactory technical consulting services in previous years; and,

WHEREAS, C/CAG finds it advantageous to utilize EOA's services for another fiscal year; and,

WHEREAS, EOA provided a proposed Scope of Work and Budget for technical consulting services for Fiscal Year 2006-07; and,

WHEREAS, the proposed Scope of Work and Budget is acceptable to C/CAG;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair be authorized to extend EOA's contract for one year to provide technical consulting services for fiscal year 2006-07 in accordance with EOA's proposed scope of work and in a contract amount not to exceed $632,000.

APPROVED AND ADOPTED THIS 11TH DAY OF MAY 2006.

_____

James M. Vreeland Jr., Chairman

EOA's April 14, 2006 proposed Scope of Work and Budget for FY 2006-07

EXHIBIT A

SCOPE OF WORK for FY 2006/07

STORMWATER MANAGEMENT PLAN
COMPONENT 2
Municipal Maintenance Activities
FY 2006/07

Task 2.1 Develop and Implement Performance Standards

EOA will work with the Municipal Maintenance Subcommittee (MM Subcommittee) and the Parks and Recreation IPM Work Group (Parks Work Group) to assist STOPPP's municipalities to understand and implement the existing performance standards. EOA will facilitate review and comment on draft municipal maintenance sections of the pending Municipal Regional Permit (MRP). After the MRP is adopted, EOA will begin educating municipal maintenance staff on the new performance standards and assisting with their implementation.

Task 2.2 Conduct Outreach and Training

EOA will continue to coordinate outreach activities designed to educate maintenance staff and the public about STOPPP's goals related to municipal maintenance and provide information on how the public can help the municipalities to achieve these goals. This task includes:

- Assist in conducting an annual training workshop for municipal maintenance staff.
- Coordinate work group meetings to develop workshop training materials.
- Prepare educational and outreach materials to increase awareness of the performance standards.
- Participate in the workshop.

Task 2.3 Coordinate with Maintenance Related Activities by Others

EOA will provide ideas and participate in work groups with staff from other public agencies and businesses to identify public works and parks maintenance issues of common concern and identify appropriate BMPs.

EOA will assist the MM Subcommittee and/or the Parks Work Group to design one educational outreach piece in coordination with the PI/P Subcommittee. Possible outreach audiences include schools, utilities, golf courses, or BART/transportation agencies.

Task 2.4 Assist with Regulatory Compliance and Planning

EOA will assist STOPPP to meet the NPDES permit's reporting requirements, prepare/update the General Program's two-year work plans and budgets for FYs 2007/08 and 2008/09, and, as needed, provide other regulatory assistance. This task includes assisting the General Program in preparing the Municipal Maintenance section of the FY 2005/06 Annual Report for submittal to the Water Board.

EOA will also provide technical assistance and support to the MM Subcommittee and Parks Work Group, including participation in up to a total of eight meetings. The meeting are estimated to consist of about five MM Subcommittee meetings and about three Parks Work Group meetings. (The Parks Work Group meetings are budgeted under Task 2.5)

Task 2.5 Integrated Pest Management

EOA will assist the Parks Work Group to implement the Pesticide Usage and Integrated Pest Management (IPM) Performance Standards. This task includes supporting the Parks Work Group meetings including assistance with planning and conducting one IPM training workshop.

STORMWATER MANAGEMENT PLAN COMPONENT 3
Industrial and Illicit Discharge Controls FY 2006/07

Task 3.1 Assist Implementation of Performance Standards

EOA will work with the Commercial, Industrial, and Illicit Discharge Control (CII) Subcommittee to assist STOPPP's municipalities to understand and implement existing performance standards. EOA will facilitate review and comment on draft municipal maintenance sections of the pending MRP. After the MRP is adopted, EOA will begin educating municipal business inspection and illicit discharge control staff on the new performance standards and assisting with their implementation.

Task 3.2 Assist with Providing Guidance on Preparing and Implementing Illicit Discharge and Business Inspection Plans

EOA will assist STOPPP's business inspectors to prepare their Five-Year Illicit Discharge Control Action Plans and their Five-Year/Annual Inspection Plans for businesses if these plans are likely requirements under the MRP. As directed by the CII Subcommittee, this may include continuing to adapt useful implementation models being used by other municipal stormwater program(s) in the Bay Area.

This task will also include the completion of work initiated in FY 2005/06 to update materials that had been used previously to help to implement the performance standards, such as BMPs and enforcement procedure that are included in the April 1998 *Handbook for Facility and Illicit Discharge Inspectors* and the *Guidance on Enforcement Options for Illicit Discharges and Industrial/Commercial Business Storm Water Pollution Violations*. If the MRP is adopted in time to affect FY 2006/07 work and if the CII Subcommittee prefers to participate in the adaptation/development of regional guidance materials through BASMAA or other arrangements with Phase I countywide stormwater programs, this task will include funding for this bay area-wide approach.

Task 3.3 Assist with Compliance for Conditionally Exempted Discharges

EOA will continue facilitating STOPPP's municipalities to comply with the BMP and reporting requirements for handling non-stormwater discharges that have been identified by the existing NPDES permit amendment or the pending MRP as conditionally exempted from discharge prohibitions. This task will also include working with the CII Subcommittee to identify any additional non-stormwater discharges that the subcommittee would like to see conditionally exempted by the Water Board through the MRP.

Task 3.4 Conduct Outreach and Training

Under the direction of the CII Subcommittee EOA will facilitate educational outreach and training activities aimed at preventing the discharge of pollutants to stormwater. The target audience for the educational outreach in FY

2006/07 will be determined by the CII Subcommittee; the training is anticipated to focus on municipal staff that are responsible for investigating and resolving illicit discharges because this group has not been the focus of a training workshop since 2003.

Task 3.5 Assist with Regulatory Compliance and Planning

EOA will assist with the following activities as part of this task:

- Assist STOPPP's municipalities to comply with the reporting and other requirements of the existing NPDES permit or the pending MRP, including development of deliverable reporting forms for tracking local program progress and preparation of the industrial and illicit discharge controls section of STOPPP's FY 2005/06 Annual Report due to the Water Board by September 1, 2006;
- Develop the General Program's two-year work plans and budgets for FYs 2007/08 and 2008/09;
- Assist with any additional planning needed to improve the industrial and illicit discharge controls section of the SWMP;
- Continue to assist the CII Subcommittee to conduct its meetings and other activities; and
- Continue to assist the TAC to conduct its meetings.

This task will also include assistance to STOPPP's municipalities with any individual performance reviews, if any, that may be conducted by the Water Board staff or audits that may be conducted by representatives from the U.S. EPA.

Task 3.6 Develop and Implement Pollutants of Concern Control Plan

This task will include assistance with the preparation and implementation of the CII, Parks and Recreation IPM Work Group, and New Development Subcommittees' activities to improve the control of pollutants of concern and to initiate the implementation of TMDL-related tasks as described in the pending or adopted MRP.

EOA's implementation assistance for pollutants of concern will be limited to the highest priority pollutant control activities that can be accomplished in FY 2006/07 within the available budget.

Task 3.7 Assist with NPDES Permit Reissuance

This task includes providing assistance to STOPPP in working with the Water Board staff to achieve adoption of the MRP. This task will also include working with the Water Board staff to try to clarify and resolve any issues of concern to STOPPP that might be raised by the MRP.

STORMWATER MANAGEMENT PLAN COMPONENT 5 New Development and Construction Site Controls FY 2006/07

Task 5.1 Implement and Improve Performance Standards

EOA will work with the New Development Subcommittee (NDS) to assist STOPPP's municipalities to understand and implement existing performance standards for New Development and Construction Controls. EOA will facilitate the NDS's review and comment on the draft new development and construction inspection sections of the pending MRP. After the MRP is adopted, EOA will begin educating municipal staff on the new performance standards and assisting with their implementation.

Task 5.2 Assist with the Implementation of Provision C.3

EOA will continue to assist with the implementation of the permit's Provision C.3. EOA will prepare and provide guidance to the municipalities on implementing the municipality-led tasks, including guidance

to help the municipalities to begin implementing Provision C.3 requirements for Group 2 projects, and any changes to Provision C.3 that may result from the adoption of the MRP. EOA will also work with the NDS to support the municipalities continued implementation of hydraulic sizing criteria for stormwater treatment BMPs, local operations and maintenance verification inspection programs, STOPPP's Vector Control Plan, and local source control measures. This will include modifying any of these high priority items, as needed and possible within the available budget, to comply with the adopted MRP.

This task will also include the development of technical guidance to assist builders and their consultants to implement appropriate post-construction stormwater measures in projects as required by the permit's Provision C.3. This technical guidance will be adapted from existing technical guidance materials.

Task 5.3 Assist with Implementation of the Hydrograph Modification Management Plan

EOA will assist STOPPP to support the Water Board's adoption of STOPPP's Hydromodification Management Plan (HMP) that was submitted to the Water Board in May 2005. This assistance will include making modifications to the HMP that would take advantage of any beneficial aspects of similar HMPs approved by the Water Board for the Contra Costa Clean Water Program (currently scheduled for adoption in June 2006) and the Santa Clara Valley Urban Runoff Pollution Prevention Program's (SCVURPPP) HMP that was approved as an interim plan in July 2005. This task also includes making any agreed to changes needed to obtain the HMP's approval.

This task will also include any assistance needed to educate municipal staff about the adopted HMP and the availability of one training session on the use of the Bay Area Hydrology Model (BAHM) by Clear Creek Solutions. As requested by the New Development Subcommittee, this task would include any additional assistance within the available budget for Clear Creek Solutions to improve the implementation of the BAHM and/or support any additional training of the building community and municipal staff.

One example of additional assistance that will be covered by this task is that Clear Creek Solutions will incorporate modeling of low impact development options into the BAHM based on the Western Washington Hydrology Model version 3. This task will include documenting how to use the low impact development options. The expense of this work will be shared with the Alameda Countywide Clean Water Program and SCVURPPP.

Task 5.4 Assist with Improving Construction Site Stormwater Controls

EOA will work with the NDS to assist STOPPP's municipalities to improve the documentation and reporting procedures for verifying that construction projects are implementing stormwater controls appropriately, especially as part of pre-wet season inspections. EOA will also evaluate the enforcement of construction site BMPs and suggest improvements, if any, based on this evaluation. This evaluation will rely upon the information the municipalities provide in their deliverable report forms.

Task 5.5 Promote Outreach and Training

EOA will assist STOPPP plan for and hold one training workshop for either municipal planners, engineers, and building inspectors or contractors, builders, and developers. EOA will assist the work group that will help to plan the workshop by suggesting workshop topics and speakers. In addition, EOA will prepare the workshop agenda and workshop materials, and assist with notifying the municipalities about the workshop. Tracking RSVPs, obtaining a workshop location and caterer, and assisting on the day of the workshop.

EOA will work with the NDS – in coordination with the Public Information/Participation Subcommittee – to prepare or adapt and distribute for use by the municipalities an updated version of the "Developments Protecting Water Quality A Guidebook of Site Design Examples" or another educational outreach piece to promote awareness of stormwater pollutant source, site design, and/or treatment BMPs.

Task 5.6 Assist with Regulatory Compliance and Planning

EOA will assist the General Program with: NPDES permit-required reporting (including the new development section of the Annual Report and any new reporting requirements contained in Provision C.3 of the pending MRP that are scheduled for FY 2006/07 and can be completed within the available budget); implementing the new development section of the SWMP; conducting the NDS meetings; preparing/updating the General Program's two-year work plans and budgets for FYs 2007/08 and 2008/09

Annual Reporting: EOA will assist STOPPP to prepare the New Development and Construction Site Controls section of the FY 2005/06 Annual Report to the Water Board, including the status of implementation of Provision C.3 reporting requirements. EOA will compile and summarize semi-annual reports for the Annual Report, and submit a draft version of this report to STOPPP's TAC. EOA will then finalize the report based on the comments received and submit the Annual Report to the Water Board by September 1, 2006.

Stormwater Management Plan: EOA will assist STOPPP to implement the New Development section of the Stormwater Management Plan that was submitted to the Water Board in January 2004 or its equivalent as incorporated into the pending MRP. This will include the evaluation of the New Development tasks identified in Chapter 5 of the SWMP, the identification of any steps needed to improve the New Development Section of the SWMP, and assistance to STOPPP in making such improvements.

New Development Subcommittee: EOA will participate in up to ten NDS meetings during FY 2006/07, and provide technical assistance and support to the NDS. EOA will prepare brief summaries of each meeting, will provide these to the NDS Chair for review and will work closely with the NDS Chair in developing meeting agendas.

Detailed Work Plan and Schedule: With input from the NDS, EOA will assist STOPPP to develop a work plan, budget, and schedule for new development activities in FYs 2007/08 and 2008/09.

SWMP COMPONENT 6
Watershed Assessment and Monitoring
FY 2006/07

Task 6.1 Conduct Watershed Assessments

EOA will assist STOPPP to perform status and trends monitoring and assess representative watersheds in San Mateo County. Assessing water quality conditions in representative watersheds will help to evaluate the overall effectiveness of STOPPP's BMPs and inform STOPPP's efforts to select new BMPs. Fieldwork will typically focus on using environmental indicators (e.g., benthic macroinvertebrate assemblages) to characterize the functional attributes of creeks and potential for stormwater impacts. Data on physical, biological and chemical parameters will be collected, as appropriate. Potential activities will include field probe measurements, physical habitat assessment, bioassessment, toxicity screening, pollutant analysis (e.g., pesticides), compiling existing data, designing monitoring programs and developing and implementing strategies to assess and manage trash. This task may also include participating in regional watershed assessment and monitoring efforts. Special studies such as the

evaluation of specific BMPs may also be incorporated into this task, as appropriate. As new watershed assessment and monitoring data become available, EOA will assist STOPPP to manage these data by expanding and refining STOPPP's existing Geographic Information System (GIS).

Task 6.2 Develop Plans to Address Specific Pollutants of Concern

Water quality attainment strategies such as TMDLs have led to a recent emphasis on addressing certain specific pollutants of concern identified as impairing water quality throughout the county (e.g., PCBs, mercury, pesticides, dioxins and copper). EOA will assist STOPPP to develop plans for addressing such pollutants of concern and perform related special studies, as appropriate. These efforts will build upon STOPPP's past accomplishments in addressing pollutants of concern.

Task 6.3 Participate in Regional Monitoring and TMDL-related Programs

Participation in regional efforts to monitor water quality and solve water quality impairment problems is an important aspect of STOPPP's WAM component. EOA will assist STOPPP to participate in appropriate regional efforts (e.g., BASMAA's Monitoring Committee, the Bay Area Macroinvertebrate Bioassessment Information Network, and the San Francisco Estuary Regional Monitoring Program). This will include participating on selected committees and work groups and assisting with their development of study work plans and reports.

Task 6.4 Perform Activities Related to Regulatory Compliance and Planning

STOPPP's WAM Subcommittee will continue to meet regularly to plan and oversee implementation of this component's activities. EOA will continue organizing and facilitating the subcommittee's meetings, including working with the chair to develop agendas, participating in the meetings and preparing meeting summaries. EOA will also work with the WAM Subcommittee to prepare the WAM sections of STOPPP's annual work plan and budget and annual report.

EXHIBIT B

NPDES Stormwater Management Plan
FINAL SCOPE OF WORK

Level of Effort and Cost Estimate[1]
Fiscal Year 2006/07
For EOA, Inc.

	Task Description	Principal 172	Supervising Engineer 172	Senior Engineer III 150	Senior Engineer II 134	Senior Engineer I 120	Assoc. Eng/Sci II 112	Assoc. Eng/Sci I 92	Technician 74	Admin 54	Total Hours	Other EOA Costs (Sub-contractors)	Total EOA Cost
Component 2: Municipal Maintenance													
2.1	Develop and Implement Performance Standards	0	0	2	2	18	2	10	0	1	35	$0	$3,926
2.2	Conduct Outreach and Training	0	0	4	2	20	52	8	4	18	108	$0	$11,096
2.3	Coordinate Maintenance Related Activities by Others	0	0	2	4	16	10	6	0	3	41	$0	$4,590
2.4	Assist with Regulatory Compliance and Planning	4	2	20	10	127	42	4	8	25	242	$0	$27,626
2.5	Integrated Pest Management	0	2	2	4	55	35	8	0	15	121	$0	$13,246
	Subtotal:	4	4	30	22	236	141	36	12	62	547	$0	$60,484
Components 3: Industrial and Illicit Discharge Controls													
3.1	Assist Implementation of Performance Standards	0	0	0	0	0	0	0	0	0	0	$0	$0
3.2	Guidance on Preparing/Implementing Illicit Discharge & Inspection Plar	2	28	0	0	24	2	8	0	7	71	$0	$9,378
3.3	Assist with Compliance for Conditionally Exempted Discharges	2	12	4	4	2	0	6	0	6	36	$0	$4,660
3.4	Conduct Outreach and Training	2	30	4	4	4	94	0	0	3	141	$0	$17,810
3.5	Assist with Regulatory Compliance and Planning	0	218	8	4	36	60	8	36	64	434	$0	$57,128
3.6	Develop and Implement Pollutants of Control Plan	0	154	0	0	16	160	15	36	30	411	$0	$51,992
3.7	Assist with NPDES Permit Reissuance	2	110	0	0	0	0	4	0	20	136	$0	$20,712
	Subtotal:	8	552	16	12	82	316	41	72	130	682	$0	$161,680
Component 5: New Development and Construction Site Controls													
5.1	Implement and Improve Performance Standards	2	24	8	0	16	8	0	0	12	70	$0	$9,136
5.2	Assist with Implementation of Provision C.3	1	80	80	0	150	0	0	0	10	321	$25,000	$69,472
5.3	Assist with Implementation of HMP	1	72	6	4	100	12	12	4	32	243	$25,000	$55,464
5.4	Assist with Improving Construction Site Controls	0	4	0	0	4	0	0	0	3	11	$0	$1,330
5.5	Promote Outreach and Training	2	22	0	0	80	0	15	0	48	167	$0	$17,700
5.6	Assist with Regulatory Compliance and Planning	2	40	0	4	30	0	24	0	23	123	$0	$14,810
	Subtotal:	8	242	94	8	380	20	51	4	128	935	$50,000	$167,912
Component 6: Watershed Assessment and Monitoring													
6.1	Conduct Watershed Assessment	8	16	200	0	24	0	16	0	40	304	$60,000	$100,640
6.2	Develop Plans to Address Specific Pollutants of Concern	8	24	240	0	32	0	8	0	32	344	$20,000	$67,808
6.3	Participate in Regional Monitoring and TMDL-related Programs	2	10	80	0	8	0	0	0	8	108	$0	$15,456
6.4	Perform Activities Related to Regulatory Compliance and Planning	8	8	40	0	8	0	0	0	8	72	$0	$10,144
	Subtotal:	26	58	560	0	72	0	24	0	88	828	$80,000	$194,048
	Total Hours	46	856	700	42	770	477	152	88	408	828		

Task 99 Other Costs and Expenses			
Associated with Components 2, 3, 5, & 6 [2]	comp 2	$8,516	
	comp 3	$12,320	
	comp 5	$18,088	
	comp 6	$8,952	
	Subtotal	$47,876	$47,876
TOTAL BUDGET:			**$632,000**

[1] Labor hours are approximate level of effort for each task.
Actual distribution of hours within and among tasks may vary.
Subcontractor costs are planning-level estimates.
Estimated total cost will not be exceeded without C/CAG's written authorization.

[2] Task 99 Costs include the following expenses (for training materials or outreach materials):

$2,000	for Task 2.2
$2,000	for Task 3.4
$2,000	for Task 5.5

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolution 06-11 authorizing the C/CAG Chair to execute an agreement for a one-year extension of San Mateo County Health Department's contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $284,846

(For further information or questions, contact Matt Fabry at 415-508-2134)

RECOMMENDATION

Review and approval of Resolution 06-11 authorizing the C/CAG Chair to execute an agreement for a one-year extension of San Mateo County Health Department's contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $284,846 in accordance with the staff recommendation.

FISCAL IMPACT

Not to exceed $284,846, paid out of the 2006-07 NPDES budget. The proposed contract value is approximately 1.6% greater than Fiscal Year 2005-06 and is included in the draft 2006-07 NPDES budget.

SOURCE OF FUNDS

Parcel fee collected through San Mateo County Flood Control District or City General Funds. All cities and County pay specifically into the NPDES Stormwater Pollution Prevention Program (STOPPP).

BACKGROUND/DISCUSSION

The C/CAG Board has a policy of periodically requesting proposals for consultant contracts. The Board has extended the County's contract in two-year increments multiple times since the last Request for Proposals (RFP) was issued. C/CAG staff initiated the RFP process earlier this year; however, given the short timeframe before the end of the fiscal year and uncertainties associated with the State's proposed Municipal Regional Stormwater Permit, the C/CAG Board directed staff to negotiate a one-year contract extension with the County. This will allow C/CAG staff to prepare a thorough Request for Proposals that incorporates issues associated with the Regional Permit process, with the intent of having a new contract in place by July 2007. This is consistent with STOPPP's Technical Advisory Committee recommendation.

ATTACHMENTS

- Resolution 06-11
- San Mateo County Health Department's March 10, 2006 proposed Work Plan and Budget for FY 2006-07

ALTERNATIVES

1- Review and approval of Resolution 06-11 authorizing the C/CAG Chair to execute an agreement for a one-year extension of San Mateo County Health Department's contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $284,846 in accordance with the staff recommendation.

2- Review and approval of Resolution 06-11 authorizing the C/CAG Chair to execute an agreement for a one-year extension of San Mateo County Health Department's contract to provide technical consulting services to the San Mateo Countywide Stormwater Pollution Prevention Program for an amount not to exceed $284,846 in accordance with the staff recommendation.with modifications.

3- No action.

RESOLUTION NO. 06-11

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A ONE-YEAR EXTENSION TO SAN MATEO COUNTY HEALTH DEPARTMENT'S (COUNTY) CONTRACT FOR TECHNICAL CONSULTING SERVICES TO THE SAN MATEO COUNTYWIDE STORMWATER POLLUTION PREVENTION PROGRAM

WHEREAS, the City/County Association of Governments (C/CAG) manages the Countywide Stormwater Pollution Prevention Program (STOPPP); and,

WHEREAS, the Stormwater Pollution Prevention Program requires technical consulting services; and,

WHEREAS, County has provided satisfactory technical consulting services in previous years; and,

WHEREAS, C/CAG finds it advantageous to utilize County's services for another fiscal year; and,

WHEREAS, County provided a proposed Scope of Work and Budget for technical consulting services for Fiscal Year 2006-07; and,

WHEREAS, the proposed Scope of Work and Budget is acceptable to C/CAG;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair be authorized to extend County's contract for one year to provide technical consulting services for fiscal year 2006-07 in accordance with County's proposed scope of work and in a contract amount not to exceed $284,846.

APPROVED AND ADOPTED THIS 11TH DAY OF MAY 2006.

_____

James M. Vreeland Jr., Chairman

San Mateo County Health Department's March 10, 2006 proposed Work Plan and Budget for FY 2006-07

HEALTH DEPARTMENT

March 10, 2006

Matthew Fabry
STOPPP Coordinator
City of Brisbane Public Works
50 Park Place
Brisbane, CA 94005

Dear Mr. Fabry:

The San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) Technical Advisory Committee (TAC) approved the attached work plan with a budget of $284,846 for FY 06-07 at their February 21 meeting. Please accept the work plan and budget as an application for extension of the agreement for services between The City/County Association of Governments (C/CAG) and San Mateo County Environmental Health for the Public Information and Participation element of STOPPP.

Thank you for your consideration, I look forward to coordinating with you in the upcoming year. If you have any questions, please don't hesitate to call me.

Best regards,

Susan Hiestand

Cc. Richard Napier
Dean Peterson

PUBLIC HEALTH AND ENVIRONMENTAL PROTECTION DIVISION

Board of Supervisors: Mark Church • Rose Jacobs Gibson • Richard S. Gordon • Jerry Hill • Adrienne Tissier • **Health Director:** Charlene Silva

455 County Center • Redwood City, CA 94063 • PHONE 650.363.4305 • TDD 650.573.3206 • FAX 650.363.7882

http://www.smhealth.org

Task	2006-2007	Task Description	Responsible Staff and Plan	Hours 2006 $107	Hours 2007 $110	Total Hours	Cost	Materials Cost	Total
4.1		**Implement and Assist with the Performance Standards**							
	4.1.1	Performance Standards				20	$ 2,170.00	$ -	$ 2,170.00
		Assist municipalities to understand and implement standards. Provide list of suggestions to improve standards	Dermot	10	10	20	$ 2,170.00		
4.2		**Assist with Regulatory Compliance and Planning**							
	4.2.1	Provide support to P/IP				84	$ 9,114.00	$ 500.00	$ 9,614.00
		Attend 6 monthly meetings and assist chair with preparation, discussion topics and handouts.	Susan and Sarah	18	18	36	$ 3,906.00		
		Meeting attendance	Susan	24	24	48	$ 5,208.00		
		Meeting preparation						$ 500.00	
		materials							
	4.2.2	Annual Report				80	$ 8,680.00	$ -	$ 8,680.00
		Assist EOA in preparing the P/IP section of the Annual Report	Dermot and Susan will prepare PIP section.	40	40	80	$ 8,680.00		
	4.2.3	Mercury campaign - Fluorescent Lamp Collection Strategy				200	$ 21,700.00	$ -	$ 21,700.00
		Collaborate with San Mateo County Environmental Health on a Vendor Take Back (VTB) or Legislative effort for Universal Waste including Fluorescent Lamps. This period will be a time of research and development of a strategy to implement a countywide ordinance to develop a sustainable system for the disposal and recycling of u-waste. EH will co-fund this position to research other u-waste and emerging contaminants such as batteries and pharmaceuticals. The countywide ordinance or push for legislation will be implemented in 07-08.	Susan	100	100	200	$ 21,700.00		
4.3		**Encourage Public Involvement, Outreach, and Education**							
	4.3.1	Point of Purchase - IPM Point of Purchase Campaign				334	$ 36,239.00	$ 6,000.00	$ 42,239.00
		12 meetings - 4 hours including travel time	Sarah	24	24	48	$ 5,208.00		
		Store visits and set up - 19 stores 3 hrs each +10hrs per season	Sarah	143	143	286	$ 31,031.00		
		correspondence, training coord.						$ 6,000.00	
		Materials-signage, books, etc							
	4.3.2	Website				112	$ 12,152.00	$ 20,000.00	$ 32,152.00
		Provide ongoing design and updating support for website	Contractor/Susan	30	30	60	$ 6,510.00	$ 10,000.00	
		quarterly meetings with subcommittee working group.	Susan	16	16	32	$ 3,472.00		
		Geographic Information System interface						$ 10,000.00	
		Contract Administration	Susan	10	10	20	$ 2,170.00		
	4.3.3	Promotional Items, pamphlets, displays, and exhibit items				90	$ 9,780.00	$ 16,500.00	$ 26,280.00
		Assist in purchasing promotional items for fair	Contractor	0	10	10	$ 1,100.00	$ 6,500.00	
		Reprint brochures	Susan	40	40	80	$ 8,680.00	$ 10,000.00	
	4.3.4	Outreach development PR Firm	Dermot			60	$ 6,510.00	$ 5,000.00	$ 11,510.00
		Continue work with PR or graphics firm to develop public recognition of program. Retain services for ongoing outreach and graphic development.	Contractor			0		$ 5,000.00	
		Interface with other subcommittes on graphic/brochure development needs	Susan	20	20	40	$ 4,340.00		
		Contract Administration	Susan	10	10	20	$ 2,170.00		
	4.3.5	Produce Spanish ReNews newsletter and insert in Spanish language Newspapers				15	$ 1,650.00	$ 1,550.00	$ 3,200.00

		Work with translator to produce insert for ReNews	Contractor/Susan		5	5	$ 550.00	$ 1,000.00		
		Insert in El Observador newspaper.	Susan			0	$ -	$ 550.00		
		Contract Administration/Evaluation	Susan	0	10	10	$ 1,100.00			
	4.3.6	Elementary Outreach				40	$ 4,340.00	$ 10,700.00	$ 15,040.00	
		Contract Administration	Susan	20	20	40	$ 4,340.00			
		Provide ZunZun "Watersongs" cd to schools who see performance 100@ $7 each						$ 700.00		
		Partner with the Used Oil Program to have Zun Zun perform at County Elementary Schools.	PIP Funding					$ 10,000.00		
	4.3.7	Watershed Stewardship - with The Watershed Project				40	$ 4,340.00	$ 32,500.00	$ 36,840.00	
		Kids in Gardens workshop + teacher stipends	Susan					$ 15,000.00		
		Healthy Schools Inside and Out workshop for teachers and custodians						$ 12,000.00		
		Garden Registration program (for 10 school or community gardens)						$ 5,500.00		
		Contract Administration and Evaluation		20	20	40	$ 4,340.00			
	4.3.8	Cable Television commercials				40	$ 4,400.00	$ 20,000.00	$ 24,400.00	
		Run commercials on cable	Contractor			0		$ 20,000.00		
		Contract	Susan	0	40	40	$ 4,400.00			
	4.3.9	Trash Campaign Research and implementation				180	$ 19,620.00	$ 5,000.00	$ 24,620.00	
		Coordinate coastal cleanup with CA. Coastal Commission and creek and beach cleanup site leaders. Integrate social marketing theory into promotion of canvas bag usage in partnership with solid waste agencies to reduce use of plastic bags. Research and development for implementation of community outreach efforts for 07-08.	Sarah					$ 5,000.00		
		Coastal Cleanup coordination	Sarah	60	20	80	$ 8,620.00			
		Research and development for implementation of outreach efforts	Sarah		100	100	$ 11,000.00			
4.4		**Assist with Focused Staff Training**								
	4.4.1	Focused Staff training				40	$ 4,400.00	$ 5,000.00	$ 9,400.00	
		Develop training videos based on live training provided to TAC and other subcommittees - contract with DeAnza College. Training available on the website and 2 cd copies per city	Contractor					$ 5,000.00		
		Work with contractor to develop and edit cds about Inspector Training.	Dermot	0	40	40	$ 4,400.00			
4.5		**Collaborate with Other Groups**								
	4.5.1	Community Outreach Grants - Collaborate with Volunteer Groups				33	$ 3,531.00	$ 450.00	$ 3,981.00	
		Provide STOPPP with an application to be distributed by the SC.								
		Update application	Susan	8	0	8	$ 856.00			
		Update database and organinze mailing distribution	Susan	20	0	20	$ 2,140.00			
		mailing printing	mail room					$ 450.00		
		press release		5		5	$ 535.00			
	4.5.2	Assist other STOPPP committees				120	$ 13,020.00	$ -	$ 13,020.00	
		Work with EOA and other subcommittees to integrate P/IP activities with the general program components, developing public, municipal and commercial pollution prevention outreach materials, programs and trainings.	Susan and Dermot	60	60	120	$ 13,020.00			
			Total			**1,488**	**$ 161,646**	**$ 123,200**	**$ 284,846**	

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: ADOPTION OF RESOLUTION 06-16 ENDORSING HOUSING OUR PEOPLE EFFECTIVELY (HOPE) - THE 10-YEAR PLAN TO PREVENT AND END HOMELESSNESS IN SAN MATEO COUNTY

(For further information or questions contact Richard Napier at 599-1420)

RECOMMENDATION

That the Board adopt Resolution 06-16 endorsing Housing Our People Effectively (HOPE) - The 10-year plan to prevent and end homelessness in San Mateo County.

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

Housing Our People Effectively (HOPE) - The 10-Year Plan to Prevent and End Homelessness in San Mateo County has been created because of an emerging consensus among political and civic leaders, business people, community activists, homeless people and their families, housing and service providers, and other stakeholders in San Mateo County that homelessness must be ended.

At the March 9, 2006 C/CAG Board meeting, a full presentation on the HOPE Vision – "Ending Homelessness in San Mateo County" was provided by Supervisor Jerry Hill. Board members expressed general consensus in supporting HOPE. HOPE sets forth a ten-year plan of action that will change the way the community works together to solve the homelessness problem by ensuring safe, accessible, affordable housing is available in San Mateo County for those in greatest need.

ATTACHMENTS

- Resolution 06-16
- Enclosed separately – Housing Our People Effectively (HOPE)

ITEM 4.6

RESOLUTION 06-16

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTYASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ENDORSING HOUSING OUR PEOPLE EFFECTIVELY (HOPE), A TEN-YEAR PLAN TO PREVENT AND END HOMELESSNESS IN SAN MATEO COUNTY

WHEREAS, the Board of Directors of City/County Association of Governments (C/CAG) has representations from all twenty cities and the County in San Mateo County; and,

WHEREAS, the County of San Mateo has developed Housing Our People Effectively (HOPE) - The 10-Year Plan to Prevent and End Homelessness in San Mateo County; and,

WHEREAS, the City/County Association of Governments supports the concept created by Housing Our People Effectively (HOPE); and,

WHEREAS, the City/County Association of Governments encourages its members to participate in various efforts to contribute to the solution to end homelessness and to provide affordable housing in San Mateo County for those in greatest need; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Board endorse Housing Our People Effectively (HOPE) – The Ten-Year Plan to End Homelessness in San Mateo County.

PASSED, APPROVED, AND ADOPTED THIS 11th DAY OF May 2006.

_____

James M. Vreeland, Jr., C/CAG Chair

C/CAG AGENDA REPORT

Date: May 11, 2006

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Review and approval of the C/CAG Quarterly Investment Report as of December 31, 2005
(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and approval of the C/CAG Quarterly Investment Report as of December 31, 2005 in accordance with the staff recommendation.

Fiscal Impact:

Provides return on C/CAG funds.

Source of Revenue:

All C/CAG revenue sources (City/ County/ MTC/ BAAQMD/ State/ Federal).

Background/ Discussion:

The City of San Carlos is the financial agent for C/CAG. As the financial agent C/CAG funds are invested consistent with the adopted C/CAG investment policy. C/CAG's financial agent provides the Board a quarterly investment report. Attached is the C/CAG Quarterly Investment Report as of December 31, 2005.

Attachment:

Quarterly Investment Report as of December 31, 2005

Alternatives:

1- Review and approval of the C/CAG Quarterly Investment Report as of December 31, 2005 in accordance with the staff recommendation.

2- Review and approval of the C/CAG Quarterly Investment Report as of December 31, 2005 in accordance with the staff recommendation with modifications.

3- No action.

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CITY AND COUNTY ASSOCIATION OF GOVERNMENTS
Board of Directors Agenda Report

To: Richard Napier, Executive Director
From: Richard Averett – Finance Director, City of San Carlos
Date: February 27, 2006

SUBJECT: Quarterly Investment Report as of December 31, 2005

RECOMMENDATION:
It is recommended that the C/CAG Board review and accept the Quarterly Investment Report, and authorize staff to open an investment account with the San Mateo County Investment Pool.

ANALYSIS
C/CAG's only investment vehicle to date has been the Local Agency Investment Fund (LAIF). The balance in the Local Agency Investment Fund as of December 31, 2005 was $2,252,256 earning 3.63% interest. Total accrued interest for the quarter ending December 31, 2005 was $20,571, with a total fiscal year to date interest earnings of $40,736.

San Mateo County also operates an investment pool. Both pools have risk-averse investment strategies, but differ slightly in maturity and weighting of investment vehicles. These differences result in different pool yields, depending on larger market factors such as rising or falling fixed interest rates. This is the first quarter in some time that LAIF is paying a slightly higher current quarterly yield than the County Pool. Currently LAIF is paying 6 basis points more than the County Pool.. However, LAIF is more flexible in transfers out of the pool to meet cash flow requirements.

Having a choice of investment pools would provide an alternative for both yield and diversification. Preservation of principal and meeting cash flow needs of C/CAG remain the top priorities. Establishing an account with the San Mateo County Pool furthers those goals with the added benefit of enabling staff to maintain competitive yields among conservatively invested public investment pools.

Attachments

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS
For Quarter Ending December 31, 2005

Category	Maturity Days	Maturity Months	Weighted Average Interest Rate	HISTORICAL Book Value	GASB 31 ADJ Market Value
Liquid Investments:					
Local Agency Investment Fund (LAIF)	1		3.63%	2,252,256	2,252,256
Agency Securities					
Total - Investments			**3.63%**	**2,252,256**	**2,252,256**
GRAND TOTAL OF PORTFOLIO			**3.63%**	**2,252,256**	**2,252,256**

Total Accrued Interest this Quarter	**20,571**
Total Interest Earned Fiscal-Year-to-Date	**40,736**

C/CAG AGENDA REPORT

Date: May 11, 2006

To: C/CAG Board of Directors

From: Congestion Management & Air Quality (CMAQ) Committee

Subject: Review and approval of the recommendations on the projects to be submitted to the Metropolitan Transportation Commission (MTC) for funding for the Third Cycle Federal Surface Transportation Program (STP) Local Streets and Roads Shortfall.

(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and approve the recommendations on the projects to be submitted to the Metropolitan Transportation Commission (MTC) for funding for the Third Cycle Federal Surface Transportation Program (STP) Local Streets and Roads Shortfall in accordance with the CMAQ and TAC recommendations.

All projects are subjected to reviewed by MTC staff. If a project recommended for funding is deemed not eligible by the MTC, funding for that project will be awarded to the next project with the highest score.

FISCAL IMPACT

The Third Cycle Federal funding target provided by the Metropolitan Transportation Commission (MTC) was based on factors such as population, lane mileage, arterial/collector maintenance shortfalls, and jurisdiction's performance in managing its pavement needs. San Mateo County's target is $5,680,000 for the Third Cycle, which includes FY 2007/08 and 2008/09. MTC has agreed that funds may be advanced and programmed in FY 2006/07, if project sponsor can demonstrate ability to meet the latest project delivery guidelines. Adoption of this program will not affect the C/CAG budget.

SOURCE OF FUNDS

Funding will come from the Federal Surface Transportation Program (STP).

BACKGROUND/DISCUSSION

On March 9, 2006, the C/CAG Board approved the application and scoring process for the Third Cycle STP local streets and roads shortfall program. A call for project was issued, resulting in 49 project applications, totaling $14,000,000 in funds requested from 17 jurisdictions. A program workshop was conducted on March 16, 2006 to inform prospective applicants on the project selection criteria as well as the federal requirements on project delivery.

ITEM 4.8

A Subcommittee of the Technical Advisory Committee (TAC) was assembled with volunteers consisting of Brian Lee (SM County), Larry Patterson (San Mateo), Mo Sharma (Daly City), Parviz Mokhtari (San Carlos), Van Ocampo (Pacifica), and Sandy Wong (C/CAG staff). This Subcommittee applied the C/CAG adopted scoring criteria and ranked all the project applications. Ranking results are shown in the attachment.

As stated in the adopted program guidelines, no jurisdiction will be awarded more than a maximum of $1 million of total Federal funds. Both the City of San Mateo and City of Pacifica have projects ranked above the funding cut-off line totaling more than $1 million in Federal funds. Therefore, their respective lowest ranking projects were dropped by the Subcommittee. At the request of the City of Pacifica, its third highest ranking project was removed instead.

The County of San Mateo's Bay Road Resurfacing project is being recommended for $250,000 Federal funds. However, this segment of Bay Road is currently not shown on the Federal Functional Classification (FCC). The County has been in contact with Caltrans staff who believe that's an error. Caltrans is in the process of correcting that error. A project cannot receive Federal funds from this program if it's not on the FCC.

Projects with tie score was further ranked by cost/benefit ratio.

The overall scoring process will be evaluated by the subcommittee of the TAC in the near future. Any changes and improvements will be recommended for use in the next cycle.

ATTACHMENT

- Third Cycle Local Streets & Roads Project Application Scoring & Funding Recommendation.

Third Cycle Local Streets and Roads Project Application Scoring and Funding Recommendation

ID	Sponsor	Description	Total Project $	$ Requested	$ Awarded	Total Score	Cumulative Funds Requested	
	Projects Recommended for Funding:							
147	Pacifica	Palmetto Ave. rehab	$810,000	$405,000	$405,000	63.00	405,000	
116	Menlo Park	Sand Hill Rd. Resurfacing	$1,414,000	$707,000	$707,000	59.50	1,112,000	
112	Redwood City	Bay Rd & Florence Street	$600,000	$300,000	$300,000	57.90	1,412,000	
129	Daly City	East Market St. Resurfacing	$725,000	$350,000	$350,000	57.90	1,762,000	
131	Atherton	Valparaiso Ave. Overlay (phase 2)	$942,489	$470,000	$470,000	57.00	2,232,000	
144	Pacifica	Sharp Park Rd rehab	$330,000	$165,000	$165,000	55.80	2,397,000	
101	Burlingame	Calif Dr Resurfacing	$207,000	$103,000	$103,000	53.40	2,500,000	
113	Redwood City	Alameda de las Pulgas Overlay	$1,200,000	$600,000	$600,000	53.10	3,100,000	
123	San Mateo	J. Hart Clinton Rehab	$1,150,000	$575,000	$575,000	52.80	3,675,000	
~~146~~	~~Pacifica~~	~~Monterey Rd. rehab~~	~~$268,000~~	~~$134,000~~	~~$134,000~~	~~52.50~~	~~3,675,000~~	Exceeds Maximum
145	Pacifica	Terra Nova Blvd rehab	$350,000	$175,000	$175,000	51.50	3,850,000	
124	San Mateo	Poplar Ave. Rehab	$650,000	$325,000	$325,000	51.40	4,175,000	
127	Foster City	Foster City Blvd Resurfacing	$675,000	$337,500	$337,000	51.00	4,512,000	
143	Pacifica	Oddstadd Blvd rehab	$300,000	$150,000	$150,000	50.80	4,662,000	
133	County (fed sys?)	Bay Road Resurfacing	$500,000	$250,000	$250,000	50.40	4,912,000	
122	San Carlos	Alameda de las Pulgas Rehab	$315,000	$220,500	$220,000	50.00	5,132,000	
103	Burlingame	Hillside Dr Resurfacing	$143,000	$72,000	$72,000	49.80	5,204,000	
~~125~~	~~San Mateo~~	~~San Mateo Downtown St. Rehab~~	~~$650,000~~	~~$325,000~~	~~$325,000~~	~~48.40~~	~~5,204,000~~	Exceeds Maximum
102	Burlingame	Rollins Rd Resurfacing	$206,000	$103,000	$103,000	48.20	5,307,000	
117	Menlo Park	Oak Grove Ave. Resurfacing	$219,000	$109,000	$109,000	47.00	5,416,000	
126	Foster City	Shell Blvd Resurfacing	$280,000	$140,000	$140,000	46.80	5,556,000	
138	Millbrae	Skyline Blvd. Pavement repair	$990,000	$500,000	$124,000	46.80	**5,680,000**	
	Projects Not Recommended for Funding due to funding shortage:							
120	Menlo Park	Chilco Street Resurfacing	$372,000	$186,000		46.40		
130	Daly City	King Drive Resurfacing	$625,000	$500,000		46.00		
121	San Carlos	Holly Street Rehab	$79,000	$55,300		45.30		
142	Woodside	Old La Honda & Kings Mtn Rd rehab	$530,000	$265,000		44.70		
118	Menlo Park	Menlo Ave. Resurfacing	$215,000	$107,000		44.00		
134	County	Broadmoor Resurfacing	$250,000	$125,000		44.00		
104	Burlingame	Easton Dr Resurfacing	$75,000	$37,000		43.60		
105	Burlingame	Gilbreth Rd Resurfacing	$130,000	$65,000		43.60		
114	Redwood City	Roosevelt Ave. Overlay	$340,000	$170,000		43.00		
119	Menlo Park	Bay Road Resurfacing	$369,000	$185,000		43.00		
136	County	Canada Rd. Resurfacing	$600,000	$300,000		43.00		
106	Burlingame	Howard Av Resurfacing	$250,000	$127,000		42.60		
132	Burlingame	Barroilhet Ave. Resurfacing	$188,000	$94,000		42.00		
148	Colma	Hillside Blvd. Resurfacing	$1,550,000	$930,000		41.60		
115	Redwood City	Jefferson Ave. Overlay	$400,000	$170,000		41.30		
110	SSF	So. Airport Blvd Resurfacing	$216,000	$162,000		41.20		
135	County	San Mateo Highlands Resurfacing	$600,000	$300,000		40.00		
109	SSF (Fed sys?)	Produce Ave Resurfacing	$291,000	$218,250		39.60		
128	Daly City	Junipero Serra Blvd Rehab	$1,075,000	$850,000		38.50		
108	SSF	So. Spruce Ave Resurfacing	$127,500	$170,000		37.60		
111	SSF	Evergreen Ave Resurfacing	$420,000	$315,000		36.60		
107	Brisbane	Bayshore Blvd Rehab Phase 3	$450,000	$398,000		35.00		
137	Millbrae	Larkspur Dr. pavement reconst	$650,000	$500,000		33.20		
141	Belmont	Marsten Ave overlay	$231,000	$204,000		22.40		
140	Belmont	Carlmont & Harbor overlay	$302,000	$267,000		21.40		
	Projects not scored by the Subcommittee:				**Reasons:**			
139	Belmont	Cipriani, Hallmark, Harbor, Hastings, Notre Da	$314,000	$278,000	Slurry Seal Not eligible.			
149	Half Moon Bay	Hwy 92 & Main Street	$16,500,000	$600,000	Funding vs. project schedule Conflict			
	GRAND TOTAL:		**$40,073,989**	**$14,094,550**				

April 20, 2006

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

Subject: REVIEW AND APPROVAL OF ALLOCATION OF FEDERAL REGIONAL BICYCLE AND PEDESTRIAN PROGRAM (RBPP) FUNDING

(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and approve the Bicycle and Pedestrian Advisory Committee's (BPAC) recommendation on the allocation of Federal Regional Bicycle and Pedestrian Program (RBPP) funding.

FISCAL IMPACT

There is no fiscal impact to C/CAG. All project funding will be a combination of Federal and local dollars.

SOURCE OF FUNDS

Regional Bicycle and Pedestrian Program (RBPP) projects are funded with Federal Congestion Mitigation and Air Quality (CMAQ) Program dollars, which are made available for San Mateo County (local) bicycle and pedestrian projects. A total of $2,501,837 is available for FY 2007/08 and FY 2008/09. MTC will also accept requests to program some projects in the FY 2006/07.

BACKGROUND/DISCUSSION

Regional Bicycle and Pedestrian Program (RBPP) funds are available to local governments, transit operators, and other public agencies that are eligible recipients of federal funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate (commit) the federal funds by the regional obligation deadline specified by MTC.

All projects are required to demonstrate a likely mode shift to bicycling or walking. The RBPP requires that a minimum of 25% of total funding be specifically provided for pedestrian projects. Minimum and maximum Federal funding for bicycle projects are set at

ITEM 4.9

$250,000 and $1 million, respectively. Pedestrian projects have no minimum Federal funding requirement while its maximum is set at $500,000.

C/CAG Board approved the process and criteria for the allocation of this RBPP funding at the November 2005 meeting. A call for project was issued on November 15, 2005 with the application deadline of January 6, 2006. A total of 26 project applications were received from 15 jurisdictions including SamTrans/JBP, totaling in approximately $10 million.

At the direction of the Bicycle and Pedestrian Advisory Committee (BPAC), staff provided initial scores on the 26 project applications using the C/CAG approved scoring criteria. Based on the initial scores, the BPAC used a combination of field visits and project sponsor presentations to further evaluate and rank the top thirteen (13) projects. However, the Town of Colma withdrew the El Camino Real Improvement project application (which was scored among the top 13) during the evaluation process due to the anticipation of not being able to deliver the project within the federally required timeline.

The available $2,501,837 RBPP Federal funding is sufficient to fund the four (4) highest ranking projects as well as partially fund the fifth project. The funding recommendation exceeds the MTC minimum requirement of 25% funding must go to pedestrian projects.

ATTACHMENT

Regional Bicycle/Pedestrian Program (RBPP) Project Scoring and Funding Recommendation.

Regional Bicycle/Pedestrian Program (RBPP) Project Scoring and Funding Recommendation

ID	Jurisdiction	Project Description	Federal Funds Requested	Rank	Funds Awarded	Cumulative Funding	% Bike	% Ped
		Projects Recommendated for Funding:						
5	South San Francisco	Linear Park trail	537,950	1	$537,950	$537,950	50%	50%
10	Daly City	Mission Street pedestrian improvements	500,000	2	$500,000	$1,037,950	0%	100%
6	Pacifica	San Pedro Terrace multi-purpose trail	1,000,000	3	$1,000,000	$2,037,950	58%	42%
13	San Mateo	Delaware Street bicycle and pedestrian	282,600	4	$282,600	$2,320,550	58%	42%
1	San Mateo County (Park & Rec)	El Granada (Coastside) bicycle & pedestrian trail	625,000	5	$181,287	**$2,501,837**	50%	50%
		Projects not recommended for funding due to funding shortage:						
7	Half Moon Bay	Highway 1 Trail: Phase 2	406,400	6				
28	San Bruno	Commodore Drive sidewalk gap closure	66,300	7				
3	Brisbane	Bayshore Corridor N-S Bikeway Project	989,162	8				
11	Daly City	North - South bicycle route improvements	250,000	9				
27	Belmont	U.S. 101 bicycle and pedestrian bridge	1,000,000	10				
12	San Mateo	El Camino Real pedestrian improvements	225,000	11/12				
16	Woodside	Farm Hill Boulevard pedestrian path	500,000	11/12				
29	San Bruno	Crystal Spring Rd sidewalk gap closure	220,000	13				
23	Menlo Park	Willow Rd/Bayfront Expwy pathway & Undercrossing	540,000	14				
9	SM County	A Street/Second Ave sidewalk	237,000	15				
24	Menlo Park	Menalto Ave sidewalk extension	105,000	16				
25	Menlo Park	Elder Ave sidewalk extension	100,000	17				
18	Redwood City	Post Office Paseo walkway & public space	325,000	18				
26	Menlo Park	Sharon Rd sidewalk extension	42,500	19				
2	San Carlos	Brittan Ave. sidewalk installation	108,000	20				
15	Colma	Hillside Blvd sidewalk	500,000	21				
17	Woodside	Kings Mountain Rd pedestrian bridge	60,000	22				
4	SamTrans/JPB	Electronic biclycle lockers installation	250,000	23				
14	Colma	Serramonte Blvd. Sidewalk closure	60,000	24				
8	SM County	Countdown signal installation	29,400	25				
30	Colma	El Camino Real improvement	1,000,000	Application was withdrawn				
			9,959,312					

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Receive the California Transportation Commission (CTC) adopted 2006 State Transportation Improvement Program (STIP) for San Mateo County

(For further information or questions contact Richard Napier, 599-1420)

RECOMMENDATION

That the C/CAG Board receive the California Transportation Commission (CTC) adopted 2006 State Transportation Improvement Program (STIP) for San Mateo County.

FISCAL IMPACT

None to the direct C/CAG budget.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP) funds.

BACKGROUND/DISCUSSION

At the April 27, 2006 California Transportation Commission (CTC) meeting, the CTC adopted the 2006 State Transportation Improvement Program (STIP). For San Mateo County, the adopted STIP is consistent with the C/CAG recommendation as approved at the April 13, 2006 C/CAG Board meeting, except that the $6,900,000 for the SR1 Calera Parkway Pacifica project is delayed from FY 07-08 to FY 09-10. In addition, the request for additional $11,000,000 in PTA funds for the Tilton and Poplar Grade Separation project was not included in the adopted 2006 STIP. The CTC did not consider any PTA funding request at the April 27, 2006 meeting.

The CTC may consider an amendment of the 2006 STIP at a future meeting to advance the $1,847,000 for the El Camino Real (Menlo Park-Millbrae) interconnect signals phase 1 project from FY 08-09 to FY 07-08, as well as the addition of $11,000,000 PTA funds for the Tilton and Poplar Grade Separation project.

ATTACHMENT

CTC staff recommendation from county share for 2006 STIP for San Mateo County. **ITEM 4.10**

CTC STAFF RECOMMENDATION FROM COUNTY SHARE FOR 2006 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)

($1,000's)

Proposed New Non-TE Programming:	10,564
Minimum	0
Target	24,441
Maximum	36,464
Under (Over) Non-TE Target	13,877

San Mateo

Agency	Rte	PPNO	Project	Voted	Total	Project Totals by Fiscal Year: Prior	06-07	07-08	08-09	09-10	10-11	Project Totals by Component: R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Caltrans	92	669B	Slow vehicle lane improvs (incr)(02S-88)		442	442	0	0	0	0	0	200	0	0	91	151	0
Caltrans	92	669B	Slow vehicle lane improvs (96S grf)(02S-88)		343	343	0	0	0	0	0	343	0	0	0	0	0
Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd		1,535	1,535	0	0	0	0	0	0	0	53	1,482	0	0
Caltrans	101	690A	Willow Rd interchange reconstruction		1,029	1,029	0	0	0	0	0	0	0	54	975	0	0
Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av (RTIP)		350	350	0	0	0	0	0	0	0	0	350	0	0
Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av (RTIP)		28,495	28,495	0	0	0	0	0	0	28,145	0	0	0	350
MTC	cash	2140B	AB 3090 reimbursement (03-04 PPM)(02S-124)		47	0	47	0	0	0	0	0	47	0	0	0	0
MTC		2140	Planning, programming, and monitoring	Jul-05	49	49	0	0	0	0	0	0	49	0	0	0	0
SM C/CAG		2140A	Planning, programming, and monitoring	Jul-05	67	67	0	0	0	0	0	0	67	0	0	0	0
San Mateo City	te	2140D	3rd/4th St ped and streetscape	Oct-04	410	410	0	0	0	0	0	0	410	0	0	0	0
					32,767	32,720	47	0	0	0	0	543	28,718	107	2,898	151	350
	Prior Commitments (Not Part of 2006 STIP Target)																
Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd		-1,535	-1,535	0	0	0	0	0	0	0	-53	-1,482	0	0
Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av (RTIP)		1,535	1,535	0	0	0	0	0	0	1,535	0	0	0	0
Caltrans	92	669B	Slow vehicle lane improvs (incr)(02S-88)		7,759	0	0	0	0	0	7,759	0	5,340	0	0	0	2,419
Caltrans	92	669B	Slow vehicle lane improvs (96S grf)(02S-88)		4,781	0	0	0	0	0	4,781	0	4,781	0	0	0	0
Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd		9,021	0	0	0	9,021	0	0	0	7,617	0	0	0	1,404
Caltrans	101	690A	Willow Rd interchange reconstruction, phase 1		20,046	0	0	0	20,046	0	0	0	16,366	0	0	0	3,680
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 1	NEW	1,847	0	0	0	1,847	0	0	0	1,847	0	0	0	0
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 2	NEW	3,153	0	0	0	0	0	3,153	0	1,675	0	0	0	1,478
Caltrans	1	632C	Operational improvs, Pacifica, Calera Pkwy	NEW	6,900	0	0	0	0	6,900	0	0	5,400	0	0	0	1,500
SM C/CAG	loc	2140E	Countywide ITS improvements	NEW	1,977	0	0	0	0	0	1,977	0	1,677	100	200	0	0
San Mateo CTA	loc	225G	Rt 92 widening, curve correction		5,629	0	0	0	0	0	5,629	0	5,629	0	0	0	0
MTC		2140	Planning, programming, and monitoring (02S-87)		262	0	49	50	54	54	55	0	262	0	0	0	0
SM C/CAG		2140A	Planning, programming, and monitoring (02S-87)		464	0	67	67	110	110	110	0	464	0	0	0	0
	Total Non-TE/PTA Proposed for Programming in 2006 STIP				61,839	0	116	117	31,078	7,064	23,464	0	52,593	47	-1,282	0	10,481
			Highway/Road Reprogramming Target		51,275		2,375	20,127	21,770	6,045	958						
			Under (over) target		(10,564)	0	2,259	20,010	(9,308)	(1,019)	(22,506)						
			Cumulative under (over)			0	2,259	22,269	12,961	11,942							
San Mateo CTA	rail	1003G	Tilton and Poplar Av grade separations (02S-16)		9,103	0	0	9,103	0	0	0	0	9,103	0	0	0	0
	Total PTA-eligible Proposed for Programming in 2006 STIP				9,103	0	0	9,103	0	0	0	0	9,103	0	0	0	0
			PTA Programming, 2004 STIP		9,103		9,103	0	0	0	0						

05/01/06

CTC STAFF RECOMMENDATION FROM COUNTY SHARE FOR 2006 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)

($1,000's)

San Mateo

Agency	Rte	PPNO	Project	Voted	Total	Project Totals by Fiscal Year: Prior	06-07	07-08	08-09	09-10	10-11	Project Totals by Component: R/W	Const	E & P	PS&E	R/W Sup	Con Sup
					0	0	9,103	(9,103)	0	0	0						
			Under (over) 2004 STIP			0	9,103	0	0	0	0						
			Cumulative under (over) 2004 STIP														
MTC	res	2140C	TE reserve		7,073	0	0	2,646	1,836	1,579	1,012	0	7,073	0	0	0	0
	Total TE Proposed for Programming in 2006 STIP				7,073	0	0	2,646	1,836	1,579	1,012	0	7,073	0	0	0	0
			Enhancement Target		7,073		595	2,968	1,259	1,239	1,012						
			Under (over) target		0	0	595	322	(577)	(340)	0						
			Cumulative under (over)			0	595	917	340	0	0						

Project Proposals Not Included in Staff Recommendation:

BART	loc	1035	SFO Airport Bicycle Trail		2,120
Caltrans	101	690A	Willow Rd interchange reconstruction, phase 2	NEW	5,000
Caltrans	1	626	Devil's Slide		750

C/CAG AGENDA REPORT

Date: May 1, 2006

To: Cities/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Recommendation for Establishing an Ad Hoc Utilities Working Group

(For further information contact Jill Boone at 650 599-1433)

RECOMMENDATION

Accept the 4/24/06 recommendations of the CMAQ Committee, to:

1. Authorize an ad hoc Utilities Working Group, which will report to CMAQ, to consider the future energy and other utility needs of San Mateo County and make recommendations to CMAQ.
2. Approve the initial committee members and authorize the committee to make replacements and additions as necessary.
3. Request the development of a draft Energy Strategy for San Mateo County to be taken to CMAQ for discussion and recommendations.

FISCAL IMPACT

None anticipated.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

In February 2006, CMAQ agreed to recommend the establishment of an ad hoc committee to address energy needs in the county. The energy overview that was part of their consideration is Attachment 3 to this memo.

Many cities and counties are working to reduce energy use and emissions as part of an overall strategy to reduce greenhouse gases and global warming. In San Mateo County, the County has passed a CO_2 emissions reduction resolution and is partnering with Sustainable Silicon Valley to meet their goal of a 20% reduction by 2010 from 1990 levels. The cities of San Bruno and San Mateo have signed on to the U.S. Mayors Climate Protection Agreement. The Bay Area

Air Quality Management District is supportive of the Climate Action Registry at the state level and also Sustainable San Mateo County at our local level.

The Utilities Working Group will collaboratively develop an Energy Strategy, which will assist cities with their energy reduction goals and which will identify and recommend actions that are best addressed on a countywide basis.

COMMITTEE MEMBERS

The committee will be made of twelve members, representing different interests in the County. It will consist of six elected officials and six stakeholders, to start. The diversity of the group reflects a range of expertise and interests and the small size allows the group to be productive. CMAQ will have the responsibility of discussing the draft proposals and making recommendations to CCAG.

The committee will meet on one Thursday a month from 3-5 at locations to be determined by the committee.

Committee roster is attached.

ENERGY STRATEGY

The focus of the Utilities Working Group will be to consider the future energy needs of the County and to identify and recommend solutions that will address these needs in an environmentally, socially and fiscally responsible manner.

The Working Group will:

1. Identify and collect data that is needed to understand current and future energy needs of the county and the capacity of our system.
2. Develop objectives and guiding principles for an energy strategy.
3. Develop a working plan to identify, evaluate and consider solutions that will meet the needs and work within or expand the capacity of the system.
4. Report to CMAQ on progress.
5. Identify potential strategies to ensure that the energy needs of the future are met, including but not limited to:
    - Conservation
    - Efficiency
    - Renewable Energy
    - Infrastructure
    - Policy and Programs
    - Permanent Oversight/Committee if needed
    - Funding Sources
6. Evaluate and prioritize the options.
7. Report to CMAQ with options and recommendations.
8. After CMAQ And CCAG determine which strategies to pursue, develop Action Plan to

accomplish these strategies.

ATTACHMENTS

- Utilities Working Group Roster
- Energy Use in the County
- Energy Report to CMAQ – February 2006

ATTACHMENT 1: Utilities Working Group Roster

San Mateo County Congestion Management and Air Quality

Utilities Working Group

Elected Officials

Bill Dickenson
Councilman, Belmont

Deborah Gordon
Mayor, Woodside

Jerry Hill
Supervisor, County of San Mateo

Terry Nagel
Vice Mayor, Burlingame

Barbara Pierce
Mayor, Redwood City

Sepi Richardson
Councilwoman, Brisbane

Stakeholder Representatives

Energy

Bruce Chamberlain
Senior Project Manager
Local Government Energy Partnership
Energy Solutions

Utility

TBD
PG&E

Nonprofit

Robert Cormia
Sustainable Silicon Valley (Volunteer)
Associate Professor, Foothill College

Water

Nicole Sandkulla, P. E.
Senior Water Resources Engineer
Bay Area Water Supply and Conservation Agency

Business

Large business
TBD

Small business
Mario Panoringan
CEO, Daly City–Colma Chamber of Commerce

UWG Staff

Jill Boone
Resource Conservation Programs Manager
San Mateo County
jboone@co.sanmateo.ca.us
(650) 599-1433

Gina Blus
Gina Blus Consulting
gina.blus@gmail.com
(510) 428-0349

ATTACHMENT 2: Energy Usage in San Mateo County

2005 Electric Usage

	Residential			Commercial			Total	
	No. Of Customers	Electric Usage (Kwh)	Resident avg	No. Of Customers	Electric Usage (Kwh)	Commercial avg	No. Of Customers	Electric Usage (Kwh)
Atherton	2,474	48,447,542	19,583	192	13,583,983	70,750	2,666	62,031,525
Belmont	10,960	61,466,349	5,608	972	47,771,734	49,148	11,932	109,238,083
Brisbane	1,827	8,571,284	4,691	501	59,465,148	118,693	2,328	68,036,432
Burlingame	13,462	66,847,539	4,966	1,939	193,445,380	99,766	15,401	260,292,919
Colma	531	2,183,971	4,113	316	30,130,557	95,350	847	32,314,528
Daly City	31,178	152,168,282	4,881	1,865	150,871,905	80,896	33,043	303,040,187
East Palo Alto	6,855	35,828,204	5,227	375	38,088,935	101,570	7,230	73,917,139
Foster City	13,192	73,174,809	5,547	816	132,296,097	162,128	14,008	205,470,906
Half Moon Bay	4,265	28,222,842	6,617	641	48,883,341	76,261	4,906	77,106,183
Hillsborough	3,861	58,028,924	15,030	150	6,595,071	43,967	4,011	64,623,995
Menlo Park	13,278	78,669,923	5,925	1,718	307,067,656	178,736	14,996	385,737,579
Millbrae	8,325	46,025,047	5,529	601	57,288,135	95,321	8,926	103,313,182
Pacifica	14,185	74,358,968	5,242	814	40,633,979	49,919	14,999	114,992,947
Portola Valley	1,530	19,819,326	12,954	134	7,693,046	57,411	1,664	27,512,372
Redwood City	28,756	150,633,697	5,238	3,250	486,842,403	149,798	32,006	637,476,100
San Bruno	14,492	76,997,038	5,313	1,151	119,397,852	103,734	15,643	196,397,890
San Carlos	12,011	73,196,744	6,094	2,133	140,509,232	65,874	14,144	213,705,976
San Mateo	38,067	206,054,978	5,413	3,642	379,943,198	104,323	41,709	585,998,176
South San Francisco	20,565	100,870,801	4,905	3,287	539,661,311	164,181	23,852	640,532,112
Woodside	2,047	37,546,053	18,342	229	9,784,178	42,726	2,276	47,330,231
County Wide	262,582	1,550,362,892	5,904	27,584	2,930,350,726	106,234	290,166	4,480,713,618

2005 Gas Usage

	Residential			Commercial			Total	
	No. of Customers	Gas Usage (Therms)	therms per household	No. of Customers	Gas Usage (Therms)	therms per business	No. of Customers	Gas Usage (Therms)
Atherton	2,429	3,750,145	1,544	35	537,538	15,358	2,464	4,361,706
Belmont	9,473	5,468,251	577	414	1,401,187	3,385	9,887	6,869,438
Brisbane	1,636	704,685	431	175	953,707	5,450	1,811	1,658,572
Burlingame	10,394	6,124,658	589	1,016	6,056,448	5,961	11,410	12,181,106
Colma	387	174,742	452	88	542,091	6,160	475	716,833
Daly City	26,800	13,307,762	497	691	4,030,431	5,833	27,491	17,338,193
East Palo Alto	5,635	3,096,527	550	178	1,478,900	8,308	5,813	4,575,428
Foster City	9,208	5,226,277	568	322	3,028,483	9,405	9,530	8,254,760
Half Moon Bay	3,690	2,005,257	543	234	2,157,090	9,218	3,924	4,162,348
Hillsborough	3,824	5,385,722	1,408	20	150,094	7,505	3,844	5,535,816
Menlo Park	12,416	7,280,092	586	875	11,557,281	13,208	13,291	18,837,373
Millbrae	7,092	4,117,857	581	293	2,607,819	8,900	7,385	6,725,685
Pacifica	12,432	6,443,718	518	335	957,306	2,858	12,767	7,401,024
Portola Valley	1,481	1,710,101	1,155	48	502,846	10,476	1,529	2,212,947
Redwood City	24,322	12,222,217	503	1,471	9,551,491	6,493	25,793	21,773,708
San Bruno	11,560	6,359,172	550	547	2,278,850	4,166	12,107	8,638,022
San Carlos	11,016	6,245,333	567	1,174	2,943,759	2,507	12,190	9,189,092
San Mateo	29,755	17,125,580	576	1,721	9,264,524	5,383	31,476	26,390,104
South San Francisco	18,070	9,015,109	499	1,419	19,356,570	13,641	19,489	28,371,678
Woodside	1,780	2,631,228	1,478	45	163,107	3,625	1,825	2,794,335
County Wide	219,817	128,687,558	585	12,025	106,047,208	8,819	231,842	234,734,766

ATTACHMENT 3: Energy Report to CMAQ

Energy Overview – February 2006

Introduction

Gathering data on energy use for 21 different jurisdictions is challenging at best and at the time of printing, very little information is available. However, we do know that usage continues to rise, new transmission lines are under construction, and that energy usage is having an environmental impact, such as increased CO_2 emissions. This overview covers some key environmental issues, a bit of an overview and the programs currently in place to address energy issues.

The Big Picture – CO_2 Emissions and Global Warming

The Kyoto Protocol, an international treaty on global warming, recognizes the effects on the climate of CO_2 and other greenhouse gas emissions, which include the possible increase in the average global precipitation; soil moisture decline in many regions, intense rainstorms becoming more frequent; and an estimated rise in the sea level of two feet along most of the United States coast. The Protocol was negotiated in 1997 and ratified in February 2005, with the United States as a notable exception.

Although there is a glaring absence of Federal leadership on global warming issues, local and grassroots efforts are becoming widespread. In October 2005, 182 mayors representing nearly 40 million Americans committed to the U.S. Mayors Climate Protection Agreement to "meet or exceed" the Kyoto Protocol goals of 5.2% reduction in greenhouse gases by 2010 from the 1990 levels. Other local efforts include all jurisdictions of Sonoma County joining ICLEI (International Council for Local Environmental Initiatives) and creating a Climate Protection Campaign, the State of California creating a Climate Change Registry, and Sustainable Silicon Valley choosing CO_2 emission reduction as its first initiative. Their goal for our region is to reduce CO_2 emissions to 20% below 1990 levels by 2010.

Why is this issue gaining attention? The Earth's temperature has risen by one degree in the last century, with an unprecedented acceleration of temperature increase in the last two decades. Most of the change is caused by human activities that create greenhouse gases, which then trap energy in the atmosphere, causing the earth to warm and also creating air pollution. The Bay Area Air Quality Management District's 2005 Ozone Report states,

> "In California, climate change indicators measured over the past 100 years such as air temperature, annual Sierra Nevada snow melt runoff, and sea level rise all indicate that California's climate is warming. Warming in the 21st century is expected to be much greater than in the 20th Century, with temperatures in the United States rising five to nine degrees F. The climate change experienced in California so far has been gradual, as assumed in most climate change projections. However, paleoclimatological researchers, studying past changes in the climate system, are discovering that the Earth's

climate has experienced sudden and violent shifts and that global warming may trigger thresholds resulting in dramatic changes in the climate.

Increased global warming is expected to result in more extreme precipitation and faster evaporation of water, disrupting water supplies, energy supply and demand, agriculture, forestry, natural habitat, outdoor recreation, air quality, and public health. Climate change affects public health because the higher temperatures result in more air pollutant emissions, increased smog, and associated respiratory disease and heart-related illnesses."

One other key fact must be recognized to understand the importance of this information. Thermal inertia is the time lag between CO_2 and other greenhouse gases collecting in our atmosphere and the resultant temperature gain on Earth. Currently, we have already put enough CO_2 into the atmosphere to heat up the planet another one degree. By the time the change in temperature is realized, we will have already created atmospheric conditions for another 1.5 – 2 degrees increase.... Waiting to act until we see the effects of what we are doing is a bit like continuing to charge things to your credit card and thinking there is no problem until you get your credit card bill.

Excessive atmospheric CO_2 is caused by an imbalance of systems on Earth. Energy use, transportation, land use changes, and some building materials (e.g. cement and concrete) create the energy imbalance. We can reduce our contribution to global warming by reducing energy use through efficiency and conservation efforts, creating cleaner sources of energy (solar and other renewables), factoring climate change effects into land use decisions, and choosing and using our resources wisely in building projects.

This paper addresses the energy piece of the equation – electricity and natural gas. PG&E serves the entire County of San Mateo and we are fortunate that it is a fairly clean source of electricity. PG&E serves almost 5% of the U.S. population but emits less than 1% of the greenhouse gas emissions from the utility sector.

Electricity

Only 1.7% of PG&E's electricity is generated by burning coal, the dirtiest of the sources of electricity. Natural gas plants also cause CO_2 and air pollution. San Francisco has two natural gas plants – Hunters Point and Portrero – which are the two largest stationery sources of air pollution in the city. These are used to supplement the electricity that San Francisco gets from the electricity infrastructure that traverses San Mateo County. Therefore, San Francisco's energy needs are interdependent with San Mateo County's.

The PG&E mix includes 42.6% from natural gas plants. The other 55.7% is from clean sources considered to be carbon neutral or renewable, such as nuclear (24.3%), large hydro (19%) (which has other environmental concerns), biowaste (4.6%), small hydro (3.9%), geothermal (2.5%) and wind (1.4%). Solar is still less than 1%. (Peters, PG&E Perspectives on Climate Change Powerpoint)

The relationship between energy and water

The relationship between energy use and water consumption is key. The 2004 report by Natural Resources Defense Council (NRDC), *Energy Down the Drain* states that 2-3% of electricity use in CA is used to move water from San Francisco Bay to Southern CA and 5-7% of electricity usage statewide is used to transport water. In addition to this figure, energy is used for treatment, local distribution, end uses (heating or purifying in the home) and then wastewater treatment. (p. 2)

Water is used to cool electric plants, bringing the relationship between water and electricity full circle. Therefore, an integrated approach to water and energy conservation could be a significant factor in reaching energy reduction goals.

Natural Gas

California uses over 6 million cubic feet of natural gas per day, with half of this amount used to generate electricity. Natural gas can be produced along with crude oil (associated gas) or can be produced from gas fields where no oil is produced (non-associated gas). PG&E gets natural gas from Canada, the Southwest, Colorado and California, compresses it and stores it in underground storage fields (sometimes depleted oil and gas wells) until needed. High pressure transmission lines transport gas to the regulation stations, where it is depressurized and sent to the customer.

US natural gas production has been flat since 1990, even though the number of wells drilled has increased by 80%. This indicates a depletion in natural gas resources and results in more dependence on importing natural gas. Canada's production, which has helped supply the US, began to flatten and decline in 2002. California's overall natural gas consumption grows by 1% a year – mostly due to increased electricity generation. (CEC p. 12, 16) Data for San Mateo County is not yet available from PG&E.

Based on current production levels, the US supply is expected to last for 66 years. (PG&E)

Meeting Future Needs

Given that the trends show an increase in electricity and natural gas usage, there is an urgency to addressing the question of how to meet the needs of the next generations. There are five approaches to consider:

1. **Conservation:** What strategies encourage residents and businesses to reduce their use of electricity, natural gas and water? Conservation has proven to be useful strategy in times of need. For instance, water usage dropped 20-30% in 1991, the last major drought we experienced.

   Bay Area Water Supply and Conservation Agency (BAWSCA) is a special district created in 2003 to represent the interests of the 26 cities and water districts and two private utilities, that purchase water on a wholesale basis from the regional water system

(Hetch Hetchy). BAWSCA's conservation efforts include rebates, landscape conservation and school programs. www.bawsca.org

Currently, PG&E supports Flex Your Power (FYP) as its conservation and efficiency program. FYP offers tips and information for reducing energy use (from simple things like reducing your thermostat settings to bigger items such as best practices for designing commercial buildings).

Billing based on baseline usage for water, electricity and gasoline provide financial incentives for using less.

2. **Efficiency**

Programs that encourage residents and businesses to purchase more efficient equipment – such as Energy Star – can make a large difference in usage. Many programs are available in San Mateo County but there is no coordination of outreach on these programs or clearinghouse for what is available.

Grants are available that could fund collaborative programs in San Mateo County, once the objective is identified and program is conceived.

The California Energy Commission's Consumer Energy Center is a source for consumer info on energy efficiency, energy rebates, transportation & renewable energy: http://www.consumerenergycenter.org/rebate/index.html

Flex Your Power has a site that links to rebate and incentive programs in PG&E's service area: http://www.fypower.org/com/tools/rgl.html

PG&E offers rebates and incentives for retrofit projects as well as incentives and design assistance for new construction projects to help businesses and residences save money and manage energy costs.
Businesses: http://www.pge.com/biz/rebates/
Residences: http://www.pge.com/res/rebates/

Local Government Energy Partnership, an ABAG program funded by PG&E ratepayers, provides small and medium-sized local governments with sustained technical assistance to help them achieve the benefits of improved energy efficiency both in their own municipal buildings and in their local communities.
www.abag.ca.gov/lgep/

Right Lights provides subsidized lighting upgrades and free professional assistance to small businesses in San Mateo County and other areas.
www.rightlights.org

The Energy Star Partners Business Improvement Program provides a strategy for commitment, energy performance assessment, goals and action plan. This information is available at: http://www.energystar.gov/index.cfm?c=business.bus_index

3. **Renewable Sources**

Photovoltaics, wind generation, and solar hot water systems can provide substantial amounts of energy and can both reduce demand on the energy infrastructure and offer a more secure energy system based on many local sources instead of a central facility. These options remain costly and need to be subsidized in order to accomplish large changes.

Rebates continue to be available for solar, wind and fuel cell installations for residential and commercial. There is also currently a Pilot Performance Based Incentive Program for new solar installations. Instead of a traditional rebate, the program pays $.50/generated kWh for three years. http://www.consumerenergycenter.org/erprebate/index.html

Due to increased interest in solar energy in Sacramento, additional rebates and incentive opportunities can be anticipated.

4. **Infrastructure**

Increasing infrastructure to meet energy needs should be considered only after other options have been exhausted and when needed should be developed carefully and collaboratively in the county with attention to social justice issues, environmental impacts and economics.

5. **Policies and Programs**

Policies, ordinances and programs that promote conservation, efficiency and renewable energy in new and existing buildings, offer incentives or regulate can have significant impact on energy use and therefore reduce CO_2 emissions.

The County of San Mateo has a Sustainable Building Policy, a CO_2 Reduction Resolution, and a Fly Ash Policy in the Public Works Department.

The City of San Mateo has passed a Sustainable Development Policy.

Several cities have wood burning ordinances, which reduce the pollution as well as the CO_2 from fireplaces and backyard burning.

Portola Valley reduced permitting fees for photovoltaic installations to $50 as an incentive to increase the number of solar applications in the town.

Marin County requires that large homes meet energy requirements of smaller homes, which reduces energy use and promotes renewable energy sources.

Aspen has a Renewable Energy Mitigation Fund that requires a large fee be paid for projects that will consume significant amounts of energy. This fee is not charged if the applicant includes sufficient renewable energy sources in the project. Collected fees fund installation of photovoltaics on public buildings and provide incentives for others to install solar.

Information on all of these policies and links can be found at http://www.recycleworks.org/greenbuilding/gb_prog_policies.html

Closing

The continuing upward trend of energy consumption points to the need for a planning process to develop a strategy for meeting or reducing the needs of the county. Key steps will be to acquire more accurate and informative data from PG&E, to research different policy and program options available to the cities and county and to engage the community and all stakeholders in a process for determining the best course of action.

References

Peters, Roger. *PG&E Perspectives on Climate Change*. April 2005. Powerpoint presented at the California Climate Action Registry Conference. Peter Rogers is the Senior Vice President and Legal Counsel, PG&E,

NRDC. *Energy Down the Drain, The Hidden Costs of California's Water Supply*. August 2004. http://www.nrdc.org/water/conservation/edrain/contents.asp

California Energy Commission (CEC). *Natural Gas Assessment Update*. February 2005. http://www.energy.ca.gov/2005publications/CEC-600-2005-003/CEC-600-2005-003.PDF

PG&E Science and Safety of Electricity and Natural Gas. It's a Gas. http://www.pge.com/microsite/PGE_dgz/gas/facts.html

Jefferson-Martin
http://www.pge.com/field_work_projects/street_construction/jefferson_martin/

Overview prepared by Jill Boone, County of San Mateo RecycleWorks Programs Manager. You can reach Jill at jboone@co.sanmateo.ca.us or 650-599-1433.

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF THE APPOINTMENTS OF SEPI RICHARDSON AND MARK WEISS TO THE FINANCE COMMITTEE

(For further information or questions contact Richard Napier at 599-1420)

RECOMMENDATION

That the Board consider the appointments of Sepi Richardson, City of Brisbane, and Mark Weiss City Manager of San Carlos, to fill the vacant seats on the Finance Committee.

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

There are currently two vacant seats on the Finance Committee due to city council term limit for Lee Panza and the retirement of San Carlos City Manager Mike Garvey. Member Sepi Richardson and Mark Weiss are interested in serving on the Finance Committee.

The Finance Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with finance issues. It is recommended that the Finance Committee be consisted of current and past C/CAG chairs, current vice chair(s), two miscellaneous board members, and a manager from the C/CAG fiscal agent.

ATTACHMENTS

- 2006 Roster for the Finance Committee (proposed)

ITEM 4.12

C/CAG FINANCE COMMITTEE
2006 ROSTER
(proposed)

MEMBERS

James Vreeland, C/CAG Chairman
City of Pacifica

Deborah Gordon, C/CAG Vice-Chair
Town of Woodside

Nicholas P. Jellins, C/CAG Vice-Chair
City of Menlo Park

Rosalie O'Mahony, past C/CAG Chair
City of Burlingame

Irene O'Connell
City of San Bruno

Sepi Richardson
City of Brisbane

Mark Weiss, City Manager
City of San Carlos

STAFF

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C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: C/CAG Legislative Committee

Subject: REVIEW AND APPROVAL OF C/CAG LEGISLATIVE POSITIONS AND LEGISLATIVE UPDATE

A position may be taken on any legislation, including legislation not previously identified.

(For further information contact Walter Martone at 599-1465 or Richard Napier at 599-1420)

RECOMMENDATION

That the C/CAG Board:

1) Accept the attached report on State legislation.
2) Affirm the positions taken by the C/CAG Legislative Committee at its meeting on April 13, 2006.
   a) Telecommunications Bills:
      i) SB 1627 (OPPOSE)
      ii) League of California Cities principles for telecommunications reform (SUPPORT)
      iii) AB 2987 (OPPOSE)
      iv) Federal Communications, Promotion, and Enhancement Act of 2006 (OPPOSE)
   b) SB 369 – Rubberized asphalt concrete grants (SUPPORT)
   c) SB 1611 – Congestion management fees (SUPPORT)
   d) AB 2444 - Congestion management and environmental mitigation fees (NEUTRAL)
3) Consider the recommendations of its Legislative Committee for positions on specific bills/issues. The Legislative Committee will be considering the following items at its meeting on May 11, 2006, immediately preceding the Full C/CAG Board meeting.
   a) Eminent Domain Bills:
      i) SB 1206
      ii) SB 1210
      iii) SCA 20
      iv) AB 1990
      v) AB 1162
   b) Transportation Planning Funds – AB 2538
   c) Housing Opportunity Plans – SB 1800
   d) Affordable Housing – AB 2503
   e) Caltrans assuming NEPA responsibilities – SB 1812
   f) Redevelopment: Low and moderate income housing fund - AB 2922

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

1) Attached is a list of the bills that appear to be most related to the legislative priorities established by the C/CAG Board. C/CAG staff is also tracking approximately 135 other bills that have subject matter consistent with C/CAG's legislative priorities.

2) The C/CAG meeting in April was primarily devoted to its annual retreat; therefore its agenda was limited to only those items where action was critical from the entire Board. When C/CAG created its Legislative Committee on November 14, 2002, the Board anticipated that there could be instances where the Committee may have to act on behalf of the Board, subject to having its actions reaffirmed by the full Board. These situations were limited to bills/issues dealing with unfunded mandates, undermining local control over land use matters, Educational Revenue Augmentation Fund (ERAF) relief, and other matters having positive or negative impacts on funding for local jurisdiction.

   The Legislative Committee met on April 13, 2006 and addressed a number of bills/issues that fall into the above categories. These items and positions are now being presented to the full C/CAG Board for ratification.

   a) **Telecommunications Bills:**

      i) **SB 1627 (Kehoe):** This bill would require a city, including a charter city, or county to administratively approve an application to collocate a wireless telecommunications facility, as defined, through the issuance of a building permit or similar nondiscretionary permit. **The Legislative Committee took an "OPPOSE" position on this bill.**

      ii) **League principles for telecommunications reform:** Telecommunication reform measures are being considered at both the State and Federal levels. It may not be possible to keep current will all of these developments and the likely amendments that will occur. Therefore the adoption of a set of principles that can be used as a basis for making quick decisions on whether a bill and/or policy is in the best interest of the C/CAG Member Agencies, would be prudent. The League of California Cities has used its considerable expertise in this area to develop and adopt a set of principles that represent the issues, concerns, and desires of its members in considering any reforms to the current rules governing telecommunications. A copy of these principles is attached to this report. **The Legislative Committee took a "SUPPORT" position on these principles.**

      iii) **AB 2987 (Levine/Nunez):** This bill will create a new statewide franchise for cable and video service providers. It will potentially have devastating impacts on local

governments. AT & T appears to be the main architect of this bill. Some of the concerns that have been identified by the League relating to this bill include:

- **Build Out of Telecommunications Services.** We are concerned that the build out provisions in AB 2987 will not ensure that video services will be equally available throughout a community. The bill allows video service providers three years to build out video service, and to self-define the area they will service. While they are prohibited from discriminating on the basis of income, they could gerrymander their service area and thereby avoid low-income areas. Local governments will not have the authority to challenge the adequacy of the service area "footprint."

  Some areas may only be provided satellite or "another alternative technology" – an option provided in the bill when the video service provider is not able to physically build out service to all areas of their service area footprint. The League is concerned that these alternatives may not be comparable to service offered in other parts of the service area.

- **Consumer Protection and Customer Service.** The bill effectively preempts local government from adopting and enforcing customer service standards for those operators who have received a statewide franchise. This would create two-tiered customer service standard, with local cable operators subject to local customer service standards, and new statewide franchisees exempt from these standards.

- **Video Services to Libraries and Schools.** Currently, most local franchises require cable companies to provide services to schools and libraries. This bill would eliminate this obligation. As a result, children and community members who can't afford the services at home will lose access to these advanced broadband services.

- **PEG Channels and PEG Support.** Local agencies would lose control over the determination of the number of public, education and government (PEG) channels needed to properly meet a community's needs.

- **Public Rights-of-Way.** It is not clear that local communities would retain their full control over access to local right-of-way. The League believes that the taxpayers' investment in the public right-of-way must be protected with clear city authority over access to the right-of-way.

- **Revenues.** AB 2987 does not ensure that cities will be "kept whole" in regard to franchise revenues. While the bill upholds a city's ability to impose a utility user tax, local agencies appear to be prohibited from imposing other local fees and taxes, such as business license taxes, encroachment permit fees and building permit fees.

The Legislative Committee took an "OPPOSE" position on this bill.

iv) **Federal Communications, Promotion, and Enhancement Act of 2006 (Barton/Upton/ Rush/ Pickering):** SAMCAT and the League of California Cities have been monitoring Federal efforts to reform telecommunications law. These organizations strongly feel that the proposal currently being considered in Congress is extremely flawed and immediate action should be taken to lobby for modifications. The concerns with the Federal direction on telecommunications reform are very similar to those listed under concerns with AB 2987. **The Legislative Committee took an "OPPOSE" position on this bill.**

b) **SB 369 (Simitian):** Existing law authorizes the California Integrated Waste Management Board to implement a program to award grants to cities, counties, districts, and other local governmental agencies for the funding of public works projects that use rubberized asphalt concrete. The grants are funded by an appropriation in the annual Budget Act from the California Tire Recycling Management Fund. Existing law becomes inoperative on June 30, 2006, and is repealed on January 1, 2007. This bill would recommence the grant program on January 1, 2007 and would make the program inoperative on June 30, 2010. The bill would extend the repeal date to January 1, 2011. Although the use of rubberized asphalt is an environmentally friendly way of maintaining streets (by using recycled vehicle tires), it sometimes adds substantial cost to repaving projects. This bill would continue the provision of state grants to offset these added costs. **The Legislative Committee took a "SUPPORT" position on this bill.**

c) **SB 1611 (Simitian):** This bill would authorize a congestion management agency to impose an annual fee of up to $20 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would require a specific transportation program with performance measures and a budget to be adopted before the fee is imposed. The bill would require the resolution imposing the fee to incorporate the specific transportation program to be funded by the fee and specified findings of fact. The bill would require the resolution to be adopted by a 2/3 vote of the governing board. The bill would require the agency to have an independent audit conducted annually on the program and to provide a specified report to the Legislature.

This bill is very similar to C/CAG's bill, AB 1546, that was carried by Senator Simitian two years ago. The main differences are: 1) the amount of the fee is up to $20 instead of the $4 limit in C/CAG's bill, 2) all of the funds in this bill must be used for congestion management programs instead of being split between congestion and stormwater pollution prevention as allowed in the C/CAG bill, 3) this bill has no sunset provision, while the C/CAG bill will sunset on January 1, 2009, and 4) the authorization to levy the fee is extended to all Congestion Management Agencies, whereas the C/CAG bill was limited to only C/CAG. **The Legislative Committee took a "SUPPORT" position on this bill.**

d) **AB 2444 (Klehs):** This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a 2/3 vote of all of the members of the governing board, to impose an annual fee of up to $5 on motor vehicles registered within those counties for a program for the management of traffic congestion. The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed. The

bill would require the agency to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011.

This bill is also very similar to C/CAG's vehicle registration fee bill that was approved two years ago. However it authorizes up to a $5 fee for the Bay Area Congestion Management Agencies to be used solely for congestion management programs and another fee of up to $5 to be levied by the Bay Area Regional Air and Water Quality Boards for programs to mitigate the environmental impacts of vehicles. The environmental sections of this bill are similar to a bill from a few years ago that C/CAG had objections to because the funding was provided to the regional agencies without any requirement that the local agencies have a voice in the allocation of funds. As such it would not provide any relief to local cities and counties for the financial burden of the state and federal unfunded mandate to support a comprehensive stormwater pollution prevention program. **The Legislative Committee took a "NEUTRAL" position on this bill.**

3) The Legislative Committee will be considering the following items at its meeting on May 11, 2006, immediately preceding the Full C/CAG Board meeting.

   a) **Eminent Domain Bills:** The League is opposing all of these bills except for Assemblyman Mullin's bill – AB 1162. The League is taking a "watch" position on this bill. The California State Association of Counties (CSAC) has taken a "support" position on the Mullin bill. The League analysis, where available, is included after the summary of each bill.

      i) **SB 1206 (Kehoe):** This bill would revise the definition of "predominantly urbanized" and revise the conditions that characterize a blighted area. The bill would prohibit the inclusion of nonblighted parcels in a redevelopment project area for the purpose of obtaining property tax revenue from the area without substantial justification for their inclusion.

      Analysis by the League: While SB 1206 contains other provisions that are duplicative or unnecessary, below are the major concerns:

      Greatly limits communities' ability to identify and clean-up blight: SB 1206 would abolish many of the current factors used by redevelopment agencies to show the existence of blight, such as "defective design or physical construction," "impaired investments," "high turn-over rates, abandoned buildings and excessive vacant lots." Remaining blight factors would have to meet specific numerical or percentage tests severely limiting a community's ability to eradicate blight by:

      - Creating arbitrary distinctions.
      - Eliminating any flexibility in methodology for demonstrating the existence of blight.

      Opens the door to frivolous lawsuits and legal challenges: SB 1206 contains several provisions which are legally problematic for local governments including:

      - Creates a new cause of action against redevelopment agencies that could be used to prevent or delay the issuance of bonds.

- Prohibits agencies from requiring developers to indemnify the agency and local government from the costs of defending lawsuits. This could expose the general fund of cities or counties with limited financial resources to exorbitant costs associated with defending lawsuits without merit from project opponents.

Makes it considerably more difficult to keep commitments made to communities at the time of plan adoption: SB 1206 requires new blight findings after 10 years from the adoption of the redevelopment plan as a condition of issuing new bonds. The typical redevelopment plan has a 30-year life span and is developed and approved with community involvement. Many times residents want quality of life components such as parks or libraries included in the plan. However, these components are typically put in towards the end of the plan when the majority of blight has been eradicated. If agencies have to make new findings of blight every time they issue bonds after 10 years, it is unlikely they will be able to fulfill their commitment to these communities.

ii) **SB 1210** (Torlakson): Existing law governing settlement offers in eminent domain proceedings, authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses. This bill would provide that an offer of the plaintiff shall be deemed unreasonable if the offer is lower than the amount ordered as compensation by 10% or more. The bill would also define litigation expenses to mean the party's reasonable attorney's fees and costs, including reasonable expert witness and appraiser fees.

Analysis by the League: It's important to note that the provisions of this bill amend sections of Eminent Domain Law which are applicable to all public agencies and utilities which use the power of eminent domain. While SB 1210 contains provisions that are duplicative or unnecessary, below are the major concerns:

Greatly increases costs associated with acquiring properties for public projects and penalizes public agencies for attempting to be prudent with taxpayer dollars:

- If a jury determines fair market value is 10% greater than the public agency's last offer, the public agency would be required to pay attorney fees and expenses. This would encourage public agencies to make offers well in excess of fair market value in order to avoid the risk of this penalty, resulting in a windfall to a few property owners at taxpayer expense.
- Would limit ability to quickly acquire property by making it easier for a property owner to obtain a stay of an order of prejudgment possession. This could delay major public works and utilities projects and drive up costs significantly. This section may restrict local governments' ability to timely engage in emergency fixes to critical infrastructure.

iii) **SCA 20 (McClintock):** The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to the owner. It also

authorizes the Legislature to provide for possession by the condemner following commencement of the eminent domain proceedings upon deposit in court, and prompt release to the owner, of the money determined by the court to be the probable amount of the just compensation. This measure would further provide that private property may be taken or damaged only for a stated public use and not without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner. The measure would also require that the property be owned and occupied by the condemner and used only for the stated public use.

Analysis by the League: This proposed constitutional amendment would prohibit the use of eminent domain unless the property to be acquired will be owned and occupied by a governmental entity. Since redevelopment agencies usually acquire property for the purpose of getting it redeveloped and back on the tax rolls quickly through private ownership, it effectively eliminates the use of eminent domain for redevelopment. SCA 20 also changes the definition of "just compensation," significantly increasing the cost of building roads, highways, transit, schools, parks, libraries, and other public works projects. It redefines "just compensation" to include:

- Cost of acquiring comparable property, even if "comparable property" is significantly more expensive than the fair market value of the property being condemned.
- Lost income, relocation costs and loss of business goodwill would be embedded in the state constitution.
- Attorneys' fees in any case where a jury awards even one dollar more than the agency's offer.

SCA 20 eliminates many public-private partnerships. SCA 20 prohibits the use of eminent domain if the property acquired does not stay in public ownership, thus doing away with public-private partnerships such as:

- Affordable housing. Redevelopment agencies often acquire blighted properties and work with non-profit housing developers to take over construction, ownership, and management.
- Environmental clean-up projects. More than 500 Brownfield sites have been or are being cleaned up by redevelopment agencies.
- Community revitalization projects. Redevelopment agencies partner with the private sector to revitalize blighted areas, to spur economic investment and jobs, and to stimulate business expansion.

SCA 20 would distort the constitutional principle of separation of powers. SCA 20 would distort this principle by fundamentally changing the relationship between legislative and judicial branches of government. This proposed constitutional amendment:

- Makes judges, not elected officials, the most significant figures in determining public use and necessity
- Instructs the court to give no deference to legislative determinations of public use and necessity

- Requires condemning agencies to prove by a preponderance of the evidence at trial the necessity of the taking, which is already done at the legislative level.

iv) **AB 1990 (Walters):** This bill would prohibit a city, county, city and county, special district, school district, community redevelopment agency, or community development commission or joint powers agency, from exercising the power of eminent domain to acquire any real property if ownership of the property will be transferred to a private party or private entity.

Analysis by the League: AB 1990 would preclude the use of eminent domain for any property that would not be fully owned and operated by the acquiring governmental entity. It would preclude any transfer of land to nonprofit housing entities, public private partnerships like toll roads, and other activities that make communities viable. AB 1990 would preclude redevelopment agencies from acquiring polluted Brownfield properties and turning them over to a private sector end use.

v) **AB 1162 (Mullin):** This bill would prohibit, until January 1, 2008, a community redevelopment agency, or community development commission or joint powers agency, from exercising the power of eminent domain to acquire owner-occupied residential real property if ownership of the property will be transferred to a private party or private entity. Basically this bill places a two-year moratorium on the exercise of eminent domain that led to the recent Supreme Court Decision (Kelo Decision) that started the intense public pressure to address this issue. This bill would allow legislators to study the use, and possible abuse, of eminent domain under existing state law. The study proposed by the bill will then be used during that period as one measure to help identify what abuses may need to be addressed through changes in the law. This will hopefully help to ensure that any changes ultimately made to state law are carefully designed to address real and specific problems.

b) **AB 2538 (Wolk):** Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring.

C/CAG is the sponsor of more transportation planning and monitoring programs than ever before in its history. Some of these include:

- 2020 Peninsula Corridor Gateway Study
- Ramp metering implementation plan and monitoring program
- Intelligent transportation system implementation plan
- El Camino Real Corridor Study
- Update to the Countywide Transportation Plan
- Update and monitoring of the Congestion Management Program
- Update of the Countywide Bicycle and Pedestrian Plan

This bill would provide the flexibility to use existing funding to support these efforts. This would allow us to qualify for new outside funding for capital improvements that are justified through the studies and monitoring efforts.

c) **SB 1800 (Ducheny):** This bill would require the legislative body of a local agency to adopt the general plan, would define the term "long-term," with respect to the general plan, and would require the local government at the same time it revises its housing element to adopt a housing opportunity plan as a part of the housing element, thereby imposing a state-mandated local program. The bill would establish the Housing Opportunity Plan Fund, to be administered by the Pooled Money Investment Board. Upon appropriation by the Legislature, moneys in the fund shall be used for the purpose of providing loans from the Pooled Money Investment Account to cities, counties, and cities and counties to prepare and adopt plans that provide housing pursuant to the housing opportunity plans. The bill would revise procedures for the adoption of local and regional housing needs.

Analysis by the League: This is a builder-sponsored measure that would require cities to adopt 20-year land use plans, updated in no less than 10 years. It is opposed by the League.

Why the League Opposes SB 1800. SB 1800 is a well-intended effort to expand land supplies for housing, and includes concepts that were explored with builders in the League's Housing/General Plan Task Force, as well as in a task force of stakeholders led by the Business, Transportation and Housing Agency.

These efforts have not been successful for a variety of reasons, including the challenge of radically changing planning rules on a one-size-fits-all basis; the need to balance competing demands for available land, including preserving farmland, open space, habitat, Native American sacred sites and many other values; the lack of tools to assist communities with their infrastructure issues in infill areas; the lack of financing for affordable housing; and many other issues

d) **AB 2503 (Mullin):** This bill would authorize cities and counties to enter into a joint powers agreement to form an affordable housing pooling arrangement for the acquisition, construction, or development of housing that is affordable to lower income families within the jurisdiction of the joint powers agency. The bill would specify how the public agencies may contribute funds to a housing trust fund of the joint powers agency and how the funds may be used. The bill would similarly authorize a local government to include in its housing element a program that establishes a housing trust fund for the same purposes and subject to similar conditions.

The Housing Endowment and Trust--San Mateo County (HEART) Legislative Committee, and the Board of Supervisors have recommended a "support if amended" position on this bill. The bill as currently written allows local governments to reduce their Educational Revenue Augmentation Funds (ERAF) loss by an amount of funding equal to what they elect to contribute to a Housing Trust Fund. This has the effect of directing funding to affordable housing what would otherwise go toward relieving the State from its obligation to fund education. The concern is that in basic aid schools, where existing revenues adequately meet the minimum funding requirements, "excess ERAF" funding, not used for the minimum requirements, would be used as backfill for the Housing Trust

Fund related reductions in ERAF. Therefore the amendment that will be proposed is to ensure that the dollar-for-dollar Educational Revenue Augmentation Funds (ERAF) match for contributions to a housing trust fund would come out of "baseline" ERAF and not the excess ERAF. The League is supporting this bill.

e) **SB 1812 (Runner):** Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program. The secretary is authorized to permit up to 5 states, including California, to participate in the program and California has agreed to that participation. This bill would, until January 1, 2009, authorize the Director of Transportation to consent to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities assumed pursuant to the surface transportation project delivery pilot program, and would make related provisions. The bill would require the department to submit a specified report to the Legislature by January 1, 2008, relating to the surface transportation project delivery pilot program.

   The intent of SB 1812 is to expedite the National Environmental Policy Act (NEPA) review and approval of roadway projects by delegating these responsibilities from the Federal Highway Administration to Caltrans. This hopefully would result in the expediting of projects do to the elimination of one level in the review and approval processes. Projects on the State highway system (frequently sponsored and funded by the Transportation Authority) would likely be the primary beneficiaries of this new role for Caltrans; however they may also extend to some local streets programs.

f) **AB 2922 (Jones):** This bill would increase to 50% the amount a redevelopment agency would be required to set aside for its low- and moderate-income housing obligation. The bill would permit a redevelopment agency to set aside less in specified circumstances and would make an agency liable for the deficit so created. The bill would make these deficit amounts an indebtedness of the agency and would add simple interest at the average rate earned by the housing fund if the deficit is not eliminated in 5 years.

   According to the analysis by the League, increasing the mandatory 20% set aside for low and moderate income housing to 50% would create significant problems with developing financing plans and ultimately getting projects built. This could compromise the other clean-up and revitalization goals that are part of redevelopment. It also could create financial disincentives so that individual projects may no longer be economically feasible. The League is strongly opposing this bill.

ATTACHMENTS

- Action Report With Summary By Subject.
- League principles on telecommunications reform.

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Budget

ACA 1 **(Calderon) Two-Year Budget.** I - 12/06/2004

Status:

04/14/2005 - ASM APPR. Referred to Coms. on BUDGET and APPR.

Calendar:

Summary:

The California Constitution requires that a budget be submitted by the Governor, and that a Budget Bill be passed by the Legislature, for each fiscal year . This measure would express the intent of the Legislature to enact the necessary statutory changes, and to propose to the people the necessary constitutional changes, to enact a budget for a two -year fiscal period .

C/CAG *1* *Budget*

Contracting

SB 1431 **(Cox) Public contracts: design-build contracting: cities, counties and special districts.** A - 04/18/2006

Status:

04/26/2006 - SEN APPR. Hearing postponed by committee. Set for hearing May 8. (Refers to 4/26/2006 hearing)

Calendar:

05/08/06 Upon adjournment of session - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS

Summary:

Existing law requires public entities to comply with certain procedures in soliciting and evaluating bids and awarding contracts for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement . Existing law, until January 1, 2011, permits cities in the Counties of Solano and Yolo, with the approval of the city council, to enter into specified design -build contracts, as defined, in accordance with specified provisions . This bill would instead permit any city, until January 1, 2017, with the approval of the city council, to enter into specified design -build contracts, as defined, in accordance with specified provisions, and requires that contracts costing more than $ 2,500,000 be awarded by those cities to the lowest responsible bidder or by best value, as defined, and would require the Legislative Analyst's Office to report to the Legislature regarding the effectiveness of the design -build program. This bill contains other related provisions and other existing laws .

C/CAG *Support* *1* *Contracting*

Eminent Domain

SB 1210 **(Torlakson) Eminent domain.** A - 04/20/2006

Status:

04/25/2006 - SEN APPR. Do pass as amended, and re-refer to the Committee on Appropriations.

Calendar:

Summary:

Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances . Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses . This bill would provide that an offer of the plaintiff shall be deemed unreasonable if the offer is lower than the amount ordered as compensation by 10% or more. The bill would also define litigation expenses to mean the party's reasonable attorney's fees and costs, including reasonable expert witness and appraiser fees . This bill contains other related provisions and other existing laws .

C/CAG *1* *Eminent Domain*

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

SCA 12 **(Torlakson) Education funding: before and after school programs.** A - 03/08/2006

Status:

04/05/2006 - SEN ED. Re-referred to Coms. on ED. and E., R. & C.A.

Calendar:

Summary

The California Constitution requires that, commencing with the 1990-91 fiscal year, a minimum amount of moneys from all state revenues be applied by the state for the support of school districts and community college districts according to a specified formula . Existing provisions of the California Constitution authorize the Legislature to suspend the obligation to appropriate that minimum education funding amount for one fiscal year and identify the amount of the shortfall as a maintenance factor . The California Constitution requires an amount to be allocated during specified fiscal years as repayment of the maintenance factor . This measure would authorize that continuous appropriation of funds for the After School Education and Safety Program to commence the first fiscal year after the fiscal year in which specified conditions have been met, including (1) a sufficient appropriation of funds from the General Fund for the fiscal year to provide both the minimum amount of funding to school districts and community college districts required by the California Constitution and the total amount of the outstanding balance of a maintenance factor, (2) prior to July 1 of the fiscal year, the appropriation of General Fund moneys to school districts and community college districts in each fiscal year, up to and including the 2003-04 fiscal year, sufficient to provide the minimum amount of funding to school districts and community college districts required by the California Constitution, and (3) the certification by the Department of Finance, in consultation with the Legislative Analyst's Office, that (A) the fiscal year will end with a projected balance in the Budget Stabilization Account of at least 3% of the estimated General Fund revenues for the fiscal year, and (B) annual baseline General Fund revenues are estimated to exceed annual baseline General Fund expenditures in the succeeding 2 fiscal years. The measure would require the Legislature to define by statute baseline General Fund revenues and expenditures, as specified . This bill contains other related provisions and other existing laws .

C/CAG *1* *Eminent Domain*

SCA 20 **(McClintock) Eminent domain: condemnation proceedings.** I - 01/11/2006

Status:

04/25/2006 - SEN JUD. Set, first hearing. Failed passage in committee. (Ayes 1. Noes 2. Page 3653.) Reconsideration granted.

Calendar:

Summary

The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to, or into court for, the owner . It also authorizes the Legislature to provide for possession by the condemnor following commencement of the eminent domain proceedings upon deposit in court, and prompt release to the owner, of the money determined by the court to be the probable amount of the just compensation . This measure would further provide that private property may be taken or damaged only for a stated public use and not without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner . The measure would also require that the property be owned and occupied by the condemnor, except as specified, and used only for the stated public use . This bill contains other related provisions .

C/CAG *1* *Eminent Domain*

Environment

AB 315 **(Hancock) School facilities: energy efficiency: design standards.** A - 07/11/2005

Status:

08/30/2005 - SEN THIRD READING Read second time. To third reading.

Calendar:

05/04/06 69 SEN THIRD READING FILE

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Existing law, the Leroy F . Greene School Facilities Act of 1998 (the Greene Act of 1998), establishes a program in which the State Allocation Board is required to provide state per -pupil funding, including hardship funding, for new school facilities construction and school facilities modernization for applicant school districts . This bill would require the State Allocation Board, by July 1, 2007 , to adopt regulations to ensure that design standards for new school facilities constructed in whole or in part with state funds are in accordance with, among other requirements, the minimum design and construction criteria, as defined, in the specified Collaborative for High Performance Schools Best Practices Manual . The bill would also require the board to review other high performance building organizations' standards and any guidelines adopted pursuant to a specified executive order, and to adopt the standards that it deems appropriate . This bill contains other related provisions and other existing laws .

C/CAG *1* *Environment*

Housing

AB 1203 **(Mullin) Manufactured housing: sales.**

Status: A - 01/12/2006

01/26/2006 - SEN JUD. Referred to Com. on JUD.

Calendar:

Summary

Existing law, the Mobilehomes -Manufactured Housing Act of 1980, sets forth conditions and requirements regarding the transaction by or through a dealer to sell or lease with the option to buy a new or used manufactured home or mobilehome . This bill would set forth requirements applicable only to the sale of a new or used manufactured home or multiunit manufactured housing or used mobilehome sold by a dealer and to be installed by the buyer on a foundation system, as specified . The bill would deem the sale of these homes to be complete at the close of escrow and would deem escrow to be closed when a prescribed document containing a declaration of delivery sale and specifying the expiration date of the manufacturer's warranty is executed, all funds in the escrow accounts are disbursed, and the buyer takes delivery of the home .

C/CAG *Watch* *1* *Housing*

AB 2503 **(Mullin) Affordable housing.**

Status: A - 04/17/2006

04/26/2006 - ASM APPR. From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 7. Noes 0.) (April 26).

Calendar:

Summary

Existing law requires that a redevelopment agency allocate at least 20% of tax -increment revenues for housing available at affordable housing cost . This bill would authorize cities, counties, and cities and counties to enter into a joint powers agreement to form an affordable housing pooling arrangement for the acquisition, construction, or development of housing that is affordable to lower income families, as defined, within the jurisdiction of the joint powers agency, created by the agreement . The bill would specify how the public agencies may contribute funds to a housing trust fund of the joint powers agency and how the funds may be used . The bill would similarly authorize a local government to include in its housing element a program that establishes a housing trust fund for the same purposes and subject to similar conditions . This bill contains other existing laws .

C/CAG *1* *Housing*

SB 832 **(Perata) CEQA: infill development.**

Status: A - 05/04/2005

03/02/2006 - ASM INACTIVE FILE Placed on inactive file on request of Assembly Member Cohn.

Calendar:

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

The existing California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect . Existing law exempts from CEQA a residential project located on an infill site within an urbanized area that meets specified criteria, including that the site of the project is not more than 4 acres in total area and the project does not contain more than 100 residential units. This bill would provide an alternative to those criteria if the site is located in a city with a population of more than 200,000 persons , the site is not more than 10 acres , and the project does not have less than 200 or more than 300 residential units , as adopted by a resolution of the city council .

C/CAG *1* *Housing*

SB 843 (Dunn) General plans: housing elements. A - 09/07/2005

Status:

01/31/2006 - SEN DEAD Returned to Secretary of Senate pursuant to Joint Rule 56.

Calendar:

Summary

Existing law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element, and to submit a draft housing element or draft amendment to its housing element to the Department of Housing and Community Development for a determination of whether the draft complies with state law governing housing elements . This bill would require a court, on a finding by the department that there is not substantial compliance with that law, to levy a fine and award attorney fees as specified . The bill would require the Controller to levy a fine of $ 5,000 per month or $ 0.25 per month per person in the jurisdiction, whichever is greater and subject to specified limits, upon a city, county, or city and county if specified conditions are met . The bill would provide that all fines shall accrue to the Housing Supply Account, which the bill would create in the Housing Rehabilitation Loan Fund, and that no money in that account shall be expended except upon appropriation by the Legislature .

C/CAG *Oppose* *1* *Housing*

SB 1330 (Dunn) Housing developments: attorney's fees. A - 04/26/2006

Status:

04/27/2006 - SEN JUD. Set for hearing May 9.

Calendar:

05/09/06 1:30 p.m. - Room 112 SEN JUDICIARY

Summary

The Planning and Zoning Law requires local agencies to make specified written findings based upon substantial evidence in the record before disapproving or conditionally approving a housing development project that renders it infeasible for the use of very low, low -, or moderate -income households, including farmworker housing . This law authorizes an applicant for a housing development project and a person who would be eligible to apply for residence in the development to bring an action for a violation of this provision . This bill would revise the attorney's fees and costs provisions in all 3 of the above provisions by requiring the court to award reasonable attorney's fees and costs, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes of these provisions, in addition to any attorney fees to which the plaintiff is entitled under a specified provision of the Code of Civil Procedure . The bill would delete the January 1, 2007, repeal date for the provisions referenced in paragraph (2) above and would also authorize a person who would be eligible to apply for residency in an affordable unit that would have been available because of the density bonus law to bring an action for a violation of that law . This bill contains other existing laws .

C/CAG *1* *Housing*

SB 1800 (Ducheny) General plans: housing. A - 03/29/2006

Status:

04/07/2006 - SEN T. & H. Testimony taken. Hearing postponed by committee. (Refers to 4/4/2006 hearing)

Calendar:

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Summary

Existing law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long -term general plan for the physical development of the county or city . The general plan consists of various elements, including a housing element . The housing element consists, in part, of an identification and analysis of existing and projected housing needs in the community and the community's share of regional housing needs, and is to be periodically revised . This bill would require the legislative body of a local agency, as defined, to adopt the general plan, would define the term "long-term," with respect to the general plan, and would require the local government at the same time it revises its housing element to adopt a housing opportunity plan, as described, as a part of the housing element, thereby imposing a state -mandated local program. The bill would establish the Housing Opportunity Plan Fund, to be administered by the Pooled Money Investment Board . Upon appropriation by the Legislature, moneys in the fund shall be used for the purpose of providing loans from the Pooled Money Investment Account to cities, counties, and cities and counties to prepare and adopt plans that provide housing pursuant to the housing opportunity plans . The bill would revise procedures for the adoption of local and regional housing needs, and would make related and conforming changes . This bill contains other related provisions and other existing laws .

C/CAG *1* *Housing*

Land Use Authority

AB 590 **(Walters) Eminent domain: private property.** A - 09/07/2005

Status:

01/31/2006 - ASM DEAD From committee: Filed with the Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitutior

Calendar:

Summary

The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to, or into court for, the owner . This bill would provide that "public use" does not include the taking or damaging of property for private use, including, but not limited to, the condemnation of property for economic development . This bill contains other existing laws.

C/CAG *1* *Land Use Authority*

AB 1162 **(Mullin) Eminent domain.** A - 09/02/2005

Status:

09/06/2005 - SEN RLS. Re-referred to Com. on RLS.

Calendar:

Summary

Existing law authorizes public entities to seize private property under the power of eminent domain . This bill would prohibit, until January 1, 2008, a community redevelopment agency, or community development commission or joint powers agency, as specified, from exercising the power of eminent domain to acquire owner -occupied residential real property if ownership of the property will be transferred to a private party or private entity . This bill contains other related provisions .

C/CAG *1* *Land Use Authority* *CSAC-support*

ACA 15 **(Mullin) Eminent domain: redevelopment.** A - 08/23/2005

Status:

08/24/2005 - ASM G.O. Re-referred to Com. on G.O.

Calendar:

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

redevelopment . This measure would set forth a constitutional provision prohibiting a redevelopment agency from acquiring property through the exercise of the power of eminent domain unless it first makes a written finding that the property contains conditions of both physical and economic blight . This bill contains other existing laws .

C/CAG *1* *Land Use Authority*

ACA 22 **(La Malfa) Eminent domain: condemnation proceedings.** A - 01/26/2006

Status:
01/30/2006 - ASM H. & C.D. Re-referred to Com. on H. & C.D.

Calendar:
05/10/06 9 a.m. - Room 126 ASM HOUSING AND COMMUNITY DEVELOPMENT

Summary:
The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to, or into court for, the owner . It also authorizes the Legislature to provide for possession by the condemnor following commencement of the eminent domain proceedings upon deposit in court, and prompt release to the owner, of the money determined by the court to be the probable amount of the just compensation . This measure would provide that private property may be taken or damaged only for a stated public use and may not be taken or damaged without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner . The measure would also require that the property be owned and occupied by the condemnor, except as specified, and used only for the stated public use . This bill contains other related provisions .

C/CAG *1* *Land Use Authority* *League-oppose*

SB 44 **(Kehoe) General plans: air quality element.** A - 05/17/2005

Status:
01/17/2006 - ASM INACTIVE FILE Reconsideration granted. Placed on inactive file on request of Assembly Member Frommer.

Calendar:

Summary:
Existing law requires the legislative body of each county and city to adopt a comprehensive, long -term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. The law requires the plan to include a specified land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, and other categories of public and private uses of land . Existing law specifically requires the legislative body of each city and county within the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District to amend appropriate elements of its general plan to include specified information to improve air quality, including a report describing local air quality conditions . This bill would make a legislative finding that air pollution is a serious problem in this state . The bill would require the legislative body of each city and county located in specified areas to either adopt an air quality element as part of its general plan, as specified, or amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies intended to contribute to and complement other local, regional, state, and federal strategies to improve air quality no later than one year from the date specified for the next revision of its housing element that occurs after January 1, 2007. The bill would require all other cities and counties to comply with these provisions, as specified, during their next general plan update but no later than the date specified for the 5th revision of their housing element that occurs after January 1, 2007. This bill contains other related provisions and other existing laws.

C/CAG *Watch* *1* *Land Use Authority*

SB 53 **(Kehoe) Redevelopment.** A - 08/15/2005

Status:
08/15/2005 - ASM 2 YEAR From committee with author's amendments. Read second time. Amended. Re-referred to committee. (L. GOV.)

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Calendar:

Summary

The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities in order to address the effects of blight, as defined, in those communities and requires those agencies to prepare, or cause to be prepared, and approve a redevelopment plan for each project area . Existing law requires that a redevelopment plan contain certain provisions and authorizes a plan to provide for the agency to acquire by gift, purchase, lease, or condemnation all or part of the real property in the project area . This bill would require redevelopment plans to contain a description of the agency's program to acquire real property by eminent domain, including prohibitions, if any, on the use of eminent domain, and a time limit for the commencement of eminent domain proceedings. This bill contains other related provisions and other existing laws .

C/CAG	*1*	*Land Use Authority*

SB 321 **(Morrow) Development: fees.** A - 04/14/2005

Status:

02/01/2006 - SEN DEAD Returned to Secretary of Senate pursuant to Joint Rule 56.

Calendar:

Summary

Existing law authorizes a local agency to charge a variety of fees in connection with the approval of a development project, as defined . Existing law provides that in specified actions imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between, among other things, the fee's use and the type of development project on which the fee is imposed or the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed . This bill would, provide that these requirements apply in any action establishing, increasing, or imposing a fee by a local agency as a condition of approval of a development project and would place the burden on the local agency of producing evidence to establish that the fee does not exceed the cost of the public facility, service, or regulatory activity, except as specified .

C/CAG	*1*	*Land Use Authority*

SB 1059 **(Escutia) Electric transmission corridors.** A - 05/27/2005

Status:

06/02/2005 - ASM 2 YEAR In Assembly. Read first time. Held at Desk. (DESK)

Calendar:

Summary

Existing law requires the State Energy Resources Conservation and Development Commission to adopt a strategic plan for the state's electric transmission grid using existing resources . Existing law requires that the plan identify and recommend actions required to implement investments needed to ensure reliability, relieve congestion, and to meet future growth in load and generation, including, but not limited to, renewable resources, energy efficiency, and other demand reduction measures . This bill would authorize the commission to designate a transmission corridor zone on its own motion or by application of a person who plans to construct a high -voltage electric transmission line within the state . The bill would provide that the designation of a transmission corridor shall serve to identify a feasible corridor in which can be built a future transmission line that is consistent with the state's needs and objectives as set forth in the strategic plan adopted by the commission . The bill would prescribe procedures for the designation of a transmission corridor, including publication of the request for designation and request for comments, coordination with federal agencies and California Native American governments, informational hearings, and requirements for a proposed decision . This bill contains other related provisions and other existing laws .

C/CAG	*Oppose unless amended*	*1*	*Land Use Authority*

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

SB 1099 **(Hollingsworth) Eminent domain: agricultural property.** A - 08/15/2005

Status:

02/01/2006 - SEN DEAD Returned to Secretary of Senate pursuant to Joint Rule 56.

Calendar:

Summary

The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to, or into court for, the owner . This bill would prohibit the exercise of the power of eminent domain to acquire agricultural property, as defined, for public use unless one of 2 specified conditions is met . This bill contains other existing laws .

C/CAG *1* *Land Use Authority*

SCA 15 **(McClintock) Eminent domain: condemnation proceedings.** A - 08/23/2005

Status:

08/30/2005 - SEN JUD. Set, first hearing. Failed passage in committee. (Ayes 2. Noes 3. Page 2452.) Reconsideration granted.

Calendar:

Summary

The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to, or into court for, the owner . It also authorizes the Legislature to provide for possession by the condemnor following commencement of the eminent domain proceedings upon deposit in court, and prompt release to the owner, of the money determined by the court to be the probable amount of the just compensation . This measure would provide that private property may be taken or damaged only for a stated public use . The measure would also require that the property be owned and occupied by the condemnor, except as specified, and used only for the stated public use . This bill contains other related provisions .

C/CAG *1* *Land Use Authority* *League-oppose*

Local Govt Finance

AB 1831 **(Jones) California Critical Infrastructure Facilities Bond Acts of 2006 and 2010.** I - 01/10/2006

Status:

01/11/2006 - ASM PRINT From printer. May be heard in committee February 10.

Calendar:

Summary

Existing law establishes the California Infrastructure and Economic Development Bank to provide financial assistance for public and private development projects . This bill would enact the California Critical Infrastructure Facilities Bond Act of 2006, which, if adopted, would authorize, for purposes of financing the acquisition, construction, or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of $ 1,227,000,000. The bill would provide for submission of the bond act to the voters at an unspecified election. This bill contains other related provisions .

C/CAG *1* *Local Govt Finance*

ACR 79 **(Aghazarian) Fee Payers Bill of Rights.** I - 07/13/2005

Status:

08/25/2005 - ASM APPR. SUSPENSE FILE In committee: Held under submission. In committee: Referred to APPR. suspense file.

Calendar:

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

This measure would state that a bill that would impose, increase, or extend the duration of an existing fee, or authorize the imposition of a new fee should, among other things, be approved by a 2/3 vote of the entire membership of each of the 2 houses of the Legislature .

C/CAG *1* *Local Govt Finance*

SB 1163 **(Ackerman) California Critical Infrastructure Facilities Bond Acts of 2006 and 2010.**

Status: I - 01/10/2006

01/31/2006 - SEN JUD. Set, first hearing. Testimony taken.

Calendar:

Summary

Existing law establishes the California Infrastructure and Economic Development Bank to provide financial assistance for public and private development projects . This bill would enact the California Critical Infrastructure Facilities Bond Act of 2006, which, if adopted, would authorize, for purposes of financing the acquisition, construction, or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of $ 1,227,000,000. The bill would provide for submission of the bond act to the voters at an unspecified election. This bill contains other related provisions .

C/CAG *1* *Local Govt Finance*

Meetings of Public Bodies

AB 194 **(Dymally) Brown Act violations: remedy.**

Status: A - 04/07/2005

01/31/2006 - ASM DEAD From committee: Filed with the Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution

Calendar:

Summary

The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency be open and public and all persons be permitted to attend . The act authorizes the district attorney or any interested person to commence an action by mandamus or injunction for a judicial determination that an action of a legislative body of a local agency taken in violation of the act is null and void but requires that the body have an opportunity to cure or correct the alleged violation prior to commencement of the legal action . The act provides that an action of the body alleged to violate specified provisions of the act shall not be determined to be null and void if the action was taken in substantial compliance with those provisions and in other specified circumstances . The act requires the district attorney or interested person to make a written demand of the legislative body to cure or correct the alleged violation within 90 days from the date the action was taken unless the action was taken in open session and in violation of a specified provision of the act . This bill would also permit the district attorney or any interested person to commence an action by declaratory relief and would reduce the time period that the district attorney or interested person has to make a written demand of the legislative body to cure or correct an alleged violation prior to commencement of a legal action to within 60 days from the date the action was taken, except as specified . Under this bill the burden of proof would be by clear and convincing evidence on the legislative body that its action taken was not in violation of specified provisions of the act .

C/CAG *1* *Meetings of Public Bodies*

Other Local Govt Interest

AB 707 **(Hancock) Voting by mail: June 6, 2006, primary election.**

Status: A - 02/14/2006

02/16/2006 - SEN E.,R. & C. A. Re-referred to Com. on E., R. & C.A.

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Calendar:

Summary:
Existing law authorizes a local, special, or consolidated election to be conducted wholly by mail if the governing body of the local agency authorizes the use of all mailed ballots for the election, the election is held on an established mailed ballot election date, and the election meets certain other specified requirements . This bill would, until January 1, 2007, authorize any county in this state to conduct the June 6, 2006, direct primary election wholly by mailed ballots if specified conditions are met . This bill contains other related provisions and other existing laws .

C/CAG *Support* *1* *Other Local Govt Interest*

AB 867 **(Liu) Vote by mail.** A - 05/04/2005

Status:
01/31/2006 - ASM DEAD From committee: Filed with the Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitutior

Calendar:

Summary:
Existing law authorizes a local, special, or consolidated election to be conducted wholly by mail if the governing body of the local agency authorizes the use of all mailed ballots for the election, the election is held on an established mailed ballot election date, and the election meets certain other specified requirements . This bill would, until January 1, 2011, authorize 7 specified counties, , to participate in a vote -by-mail pilot project . The bill would require the 7 selected counties to provide the voters in that county, for any local, special, primary, or general election to be held in the county for the duration of this pilot program, with ballots that may be returned by mail . This bill contains other related provisions .

C/CAG *1* *Other Local Govt Interest*

Redevelopment

SB 1206 **(Kehoe) Redevelopment.** A - 04/18/2006

Status:
04/26/2006 - SEN APPR. Set for hearing May 8.

Calendar:
05/08/06 Upon adjournment of session - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS

Summary:
The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities in order to address the effects of blight in those communities and defines a blighted area as one that is predominantly urbanized and characterized by specified conditions . This bill would revise the definition of "predominantly urbanized" and revise the conditions that characterize a blighted area . The bill would prohibit the inclusion of nonblighted parcels in a redevelopment project area for the purpose of obtaining property tax revenue from the area without substantial justification for their inclusion . This bill contains other related provisions and other existing laws.

C/CAG *1* *Redevelopment*

Sales Tax

AB 1282 **(Mullin) Income taxes: credits: child care.** A - 01/23/2006

Status:
02/02/2006 - SEN REV. & TAX Referred to Com. on REV. & TAX.

Calendar:

Summary:

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

The existing Personal Income Tax and Corporation Tax Law provide tax credits for startup expenses for child care programs or constructing a child care facility, costs for child care information and referral services, and costs paid or incurred for contributions to a qualified care plan . Under existing law these credits are only available for certain taxable years beginning before January 1, 2007. This bill would extend the credits to taxable years beginning before January 1, 2012. This bill would also require the Franchise Tax Board to report to the Legislature on the effectiveness of these credits, as specified . This bill contains other related provisions .

C/CAG *1* *Sales Tax*

Smart Growth

AB 1020 **(Hancock) Transportation planning: improved travel models.** A - 01/23/2006

Status:

02/02/2006 - SEN T. & H. Referred to Com. on T. & H.

Calendar:

Summary:

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies. This bill would require the department, in partnership with certain federally designated metropolitan planning organizations and certain state -designated regional transportation planning agencies, to provide a notice to the Legislature by January 31, 2007, on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway . The bill would require these planning organizations and agencies using travel models to use models that incorporate specified factors, thereby imposing a state -mandated local program . The bill would identify other objectives that may be included in the travel models. The bill would enact other related provisions . This bill contains other related provisions and other existing laws.

C/CAG *1* *Smart Growth*

SB 521 **(Torlakson) Recording fees: Contra Costa County.** A - 03/22/2006

Status:

04/25/2006 - ASM H. & C.D. Set, first hearing. Hearing canceled at the request of author.

Calendar:

06/14/06 Anticipated Hearing ASM H. & C.D.

Summary:

Existing law establishes the fees to be charged by the county recorder for recording and indexing every instrument, paper, or notice required or permitted by law to be recorded . Existing law, including provisions of the California Constitution, subject local governmental agencies to various requirements in imposing, increasing, or extending general or special taxes, fees, and other local exactions . This bill would authorize the Contra Costa County Board of Supervisors to additionally charge $ 1 for each page after the first page that is recorded for every real estate instrument, paper, or notice required or permitted by law to be recorded in Contra Costa County . The bill would require the Contra Costa County Board of Supervisors to establish a fund for deposit of the moneys raised by the increase, which shall be used to assist in the development of affordable housing for very low income households, lower income households, and moderate income households . This bill contains other related provisions .

C/CAG *Support with amendments* *1* *Smart Growth*

Solid Waste & Recycling

SB 369 **(Simitian) Solid waste: tire recycling.** A - 01/19/2006

Status:

02/16/2006 - ASM NAT. RES. To Com. on NAT. RES.

Calendar:

Summary:

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Existing law authorizes the California Integrated Waste Management Board to implement a program to award grants to cities, counties, districts, and other local governmental agencies for the funding of public works projects that use rubberized asphalt concrete . The grants are funded by an appropriation in the annual Budget Act from the California Tire Recycling Management Fund . Existing law becomes inoperative on June 30, 2006, and is repealed on January 1, 2007. This bill would recommence the grant program on January 1, 2007 and would make the program inoperative on June 30, 2010. The bill would extend the repeal date to January 1, 2011 . This bill contains other related provisions and other existing laws .

C/CAG *Support* *1* *Solid Waste & Recycling*

Stormwater (NPDES)

AB 1839 **(Laird) Water: Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010.** I - 01/10/2006

Status:
01/11/2006 - ASM PRINT From printer. May be heard in committee February 10.
Calendar:

Summary
Under existing law, various measures have been approved by the voters to provide funds for water projects, facilities, and programs . This bill would enact the Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010. The Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Act of 2006 would, if approved by the voters, authorize the issuance and sale of bonds in the amount of $3,000,000,000 for the purposes of financing specified flood protection and water management programs, as scheduled. The Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Act of 2010 would, if approved by the voters, authorize the issuance and sale of bonds in the amount of $ 6,000,000,000 for the purposes of financing specified flood protection and water management programs, as scheduled . This bill contains other related provisions and other existing laws .

C/CAG *1* *Stormwater (NPDES)*

ACA 13 **(Harman) Local government: assessments and fees or charges.** A - 04/21/2005

Status:
05/04/2005 - ASM L. GOV. In committee: Set, first hearing. Hearing canceled at the request of author.
Calendar:

Summary
(1) The California Constitution conditions the imposition or increase of an assessment by a city, county, or special district for flood control purposes upon compliance with requirements for written notice to property owners, a public hearing, and an opportunity for majority protest . The California Constitution exempts the imposition of a flood control assessment existing on November 6, 1996, from these requirements . This measure would instead exempt from these requirements an assessment for the purposes of financing the capital costs or maintenance and operation expenses of flood control, whether the assessment existed on November 6, 1996, or is imposed after that date . This bill contains other related provisions and other existing laws .

C/CAG *Support with amendments* *1* *Stormwater (NPDES)*

SB 1166 **(Aanestad) Water: Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010.** I - 01/10/2006

Status:
01/19/2006 - SEN N.R. & W. To Com. on N.R. & W.
Calendar:

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Under existing law, various measures have been approved by the voters to provide funds for water projects, facilities, and programs . This bill would enact the Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Acts of 2006 and 2010. The Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Act of 2006 would, if approved by the voters, authorize the issuance and sale of bonds in the amount of $3,000,000,000 for the purposes of financing specified flood protection and water management programs, as scheduled. The Flood Protection and Clean, Safe, Reliable Water Supply Bond and Financing Act of 2010 would, if approved by the voters, authorize the issuance and sale of bonds in the amount of $ 6,000,000,000 for the purposes of financing specified flood protection and water management programs, as scheduled . This bill contains other related provisions and other existing laws .

C/CAG *1* *Stormwater (NPDES)*

Telecommunications

AB 1547 **(Levine) Telecommunications: communications companies: state policies.**

Status: A - 07/12/2005

08/25/2005 - SEN INACTIVE FILE To inactive file - Senate Rule 29.

Calendar:

Summary

Existing law, the Public Utilities Act, sets forth the findings and declarations of the Legislature regarding described policies for telecommunications in California . This bill would state the intent of the Legislature to establish rules for the provision of communications services that encourage fair competition .

C/CAG *1* *Telecommunications*

AB 2987 **(Nunez) Cable and video service.**

Status: A - 04/06/2006

04/25/2006 - ASM APPR. From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 10. Noes 0.) (April 24).

Calendar:

Summary

Existing law provides that any city , county , or city and county may authorize by franchise or license the construction and operation of a community antenna television system and prescribe rules and regulations to protect the subscribers . Existing law provides that cable and video service providers comply with specified customer service standards and performance standards . This bill would establish a procedure for state -issued authorizations for the provision of cable service or video service that would be administered by the Department of Corporations. The department would be the sole franchising authority of state -issued authorizations to provide cable or video services . The bill would require any person who seeks to provide cable service or video service in this state to file an application with the department for a state -issued authorization. Current franchise holders would be eligible to apply for state -issued authorizations on the expiration of their current franchise agreements . Cities, counties, or cities and counties would receive fees for cable or video services provided within their jurisdictions, based on gross revenues, pursuant to specified procedures . The bill would require these local agencies to permit the installation of networks by holders of state -issued authorizations and would preclude enforcement of standards by the local agencies .

C/CAG *Oppose* *1* *Telecommunications*

SB 850 **(Escutia) Broadband telecommunications service.**

Status: A - 03/09/2006

03/09/2006 - ASM U. & C. From committee with author's amendments. Read second time. Amended. Re-referred to committee.

Calendar:

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law imposes various duties on the commission with regard to the provision of universal telephone and telecommunications service . This bill would make Legislative findings and declarations relating to telecommunication services, and would state the intent of the Legislature to enact legislation relating to encouraging fair competition in the provision of video service, encouraging the widespread build -out of state-of-the-art video service, providing for a state -issued franchise as an alternative to obtaining a local franchise, and permitting existing cable operators to transition to a new state -issued franchise, as provided . The bill would also state the Legislature's intent that legislation enacted to achieve those purposes not alter local governmental control of the local right of way with regard to the construction of telephone lines, as provided .

C/CAG *1* *Telecommunications*

SB 909 **(Escutia) Broadband access.** A - 01/04/2006

Status:

01/09/2006 - ASM INACTIVE FILE Placed on inactive file on request of Assembly Member Frommer.

Calendar:

Summary

Existing law provides for various programs for the development of telecommunications services in the state . This bill would, until January 1, 2010, establish the California Broadband Access Council in state government, with a specified membership, and require the council to develop a broadband access strategy to promote the ubiquitous use of high -speed Internet communications and computing technology by all Californians consistent with specified principles. This bill contains other related provisions .

C/CAG *1* *Telecommunications*

Transportation - Other

AB 2538 **(Wolk) Transportation funds: planning and programming regional agencies.** A - 04/26/2006

Status:

04/27/2006 - ASM APPR. Re-referred to Com. on APPR.

Calendar:

Summary

Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the State Transportation Improvement Program process administered by the California Transportation Commission . Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program . Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring . The bill would also establish a minimum amount to be allocated for this purpose . The bill would change the references to "regional improvement funds " to instead refer to "county share ." The bill would make other conforming changes.

C/CAG *1* *Transportation-Other*

Transportation - Roads

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

AB 1714 **(Plescia) Toll Bridge Seismic Retrofit Program.** A - 05/03/2005

Status:

04/18/2006 - ASM PUB. S. Re-referred to Com. on PUB. S.

Calendar:

Summary:

Existing law estimates the cost to seismically retrofit the state -owned toll bridges and to replace the east span of the San Francisco -Oakland Bay Bridge at $ 4,637,000,000, including $ 2,600,000,000 for the east span replacement. Existing law identifies funding to be made available for this purpose from various funding sources, including a $1 per vehicle toll surcharge on Bay Area state -owned toll bridges and Proposition 192 seismic repair bond funds, among other sources . This bill would state the intent of the Legislature to develop a funding solution for the Toll Bridge Seismic Retrofit Program .

C/CAG *1* *Transportation-Roads*

SB 172 **(Torlakson) Bay area state-owned toll bridges: financing.** A - 05/27/2005

Status:

06/13/2005 - ASM TRANS. To Com. on TRANS.

Calendar:

Summary:

Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the state-owned toll bridges within the geographic jurisdiction of the commission . Under existing law, this toll revenue, other than revenue from the $ 1 seismic surcharge, is deposited into the Bay Area Toll Account and controlled by the authority . Existing law requires the department and the authority to enter into a cooperative agreement that makes the department responsible for operating the bridges and for constructing improvements to the bridges financed by toll revenues . Existing law estimates the cost to seismically retrofit the state -owned bay area toll bridges and identifies funding to be made available for this purpose from various sources, including imposition of a $1 seismic retrofit surcharge . Under existing law, this surcharge revenue is deposited into the Toll Bridge Seismic Retrofit Account for expenditure by the department until completion of the seismic projects and payment of the bonds issued to finance those projects . This bill would state the Legislature's findings that the amount identified for the seismic retrofit of the state -owned toll bridges is insufficient and would state its intent to identify additional funding sources for those projects . The bill would require the seismic retrofit surcharge to be paid to the authority and deposited into the Bay Area Toll Account, and would require the department to transfer to the authority, for deposit into that account, all revenue from the surcharge . The bill would continuously appropriate all seismic surcharge revenues in the account to the authority for purposes specified by law . The bill would authorize on or after January 1, 2009, the authority to increase the seismic retrofit surcharge by $ 1. This bill contains other related provisions and other existing laws .

C/CAG *Support* *1* *Transportation-Roads* *MTC Staff-support*

SB 371 **(Torlakson) Public contracts: design-build contracting: transportation entities.** A - 01/23/2006

Status:

01/31/2006 - ASM DESK In Assembly. Read first time. Held at Desk.

Calendar:

Summary:

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement . Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design -build basis. Existing law, until January 1, 2007, authorizes transit operators to enter into a design -build contract, as defined, according to specified procedures. This bill would declare the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority, as defined, or local or regional transportation entity, as provided, and would authorize the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system .

C/CAG *Support* *1* *Transportation- MTC-support*
Roads

SB 1024 **(Perata) Public works and improvements: bond measure.** A - 01/26/2006

Status:

01/31/2006 - ASM DESK In Assembly. Read first time. Held at Desk.

Calendar:

Summary

Existing law provides various funding sources for transportation purposes . This bill would enact the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount of state general obligation bonds for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, trade corridors of significance, transit security projects, grade separation projects, local bridge seismic upgrade projects, state -local partnership transportation projects, emissions reduction projects, environmental enhancement projects, transit -oriented development, and housing, regional growth, and infill development purposes, subject to voter approval . This bill contains other related provisions .

C/CAG *Support* *1* *Transportation- MTC*
Roads *Staff-support*

Transportation-All

AB 1838 **(Oropeza) Transportation Bond Acts of 2006, 2008, and 2012: transportation contracting.** I - 01/10/2006

Status:

01/11/2006 - ASM PRINT From printer. May be heard in committee February 10.

Calendar:

Summary

Existing law provides various funding sources for transportation purposes, including fuel excise taxes, sales taxes on fuels, and truck weight fees . This bill would enact the Congestion Reduction, Clean Air, and Trade Corridor Bond Act of 2006, the Congestion Reduction, Clean Air, and Trade Corridor Bond Act of 2008, and the Transportation Revenue Bond Act of 2012. The bill would require the Secretary of State to submit the proposed bond measures to the voters at an unspecified election in 2006, and at the November 4, 2008, and November 6, 2012, elections, respectively . This bill contains other related provisions and other existing laws .

C/CAG *1* *Transportation*
All

AB 2444 **(Klehs) Congestion management and motor vehicle environmental mitigation fees.** A - 04/06/2006

Status:

04/26/2006 - ASM APPR. Do pass as amended and be re-referred to the Committee on Appropriations.

Calendar:

Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Existing law provides for the imposition by air districts and other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles . This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a 2/3 vote of all of the members of the governing board, to impose an annual fee of up to $ 5 on motor vehicles registered within those counties for a program for the management of traffic congestion . The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed . The bill would require the agency to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the net revenues, after deduction of specified costs, to the agency . The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact in that regard by a 2/3 vote . This bill contains other related provisions .

C/CAG *Neutral* *1* *Transportation*
All

A - 05/09/2005

ACA 4 **(Plescia) Transportation Investment Fund.**

Status:
01/10/2006 - ASM APPR. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).

Calendar:

Summary:
Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation to various transportation purposes . Article XIX B authorizes this transfer to the Transportation Investment Fund to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision . This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency .

C/CAG *Support* *1* *Transportation*
All

I - 01/24/2005

ACA 9 **(Bogh) Motor vehicle fuel sales tax revenue.**

Status:
01/10/2006 - ASM APPR. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).

Calendar:

Summary:
Existing provisions of the California Constitution require that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund and used for transportation purposes, but allow the transfer of these revenues to be suspended in whole or in part for a fiscal year under specified circumstances by a statute enacted by a 2/3 vote of the membership of each house of the Legislature . This measure would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of this particular revenue from the General Fund to the Transportation Investment Fund .

C/CAG *Support* *1* *Transportation*
All

I - 02/16/2005

ACA 11 **(Oropeza) Transportation funds: loans.**

Status:
01/10/2006 - ASM APPR. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).

Calendar:

Summary:

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Article XIX of the California Constitution requires excise taxes on motor vehicle fuel and certain fees imposed on motor vehicles to be used only for specified transportation and vehicle -related purposes, but authorizes these excise tax revenues to be loaned to the General Fund under certain conditions, including a requirement that the funds be repaid within 3 years. Article XIX A of the California Constitution provides that funds in the Public Transportation Account, which are derived from certain sales taxes on motor vehicle fuels, may be loaned to the General Fund or any other state fund or account under certain conditions, including a requirement that the funds be repaid within 3 years. This measure would require interest to be paid on a loan of revenues subject to either Article XIX or XIX A if the loan is not repaid during the same fiscal year in which it was made . The measure would require a loan made pursuant to Article XIX or XIX A to be made pursuant to a statute establishing the terms for repayment and would prohibit the enactment of a statute making a new loan pursuant to Article XIX or XIX A prior to the full repayment of each previous loan under Article XIX or XIX A, respectively . The measure would also prohibit a loan from being authorized by a statute during more than 2 fiscal years within any period of 10 consecutive fiscal years . The measure would also authorize tax revenues subject to Article XIX or XIX A to be loaned to other state funds or accounts in addition to the General Fund . This bill contains other related provisions and other existing laws .

C/CAG *Support* *1* *Transportation*
All

SB 1161 (Alarcon) State highways: design-sequencing contracts. I - 01/10/2006

Status:
04/18/2006 - SEN T. & H. Set for hearing April 25.
Calendar:

Summary
Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation . This bill would instead generally authorize the department to award contracts for projects using the design -sequencing contract method, if certain requirements are met .

C/CAG *1* *Transportation*
All

SB 1165 (Dutton) Transportation Bond Acts of 2006, 2008, and 2012: transportation contracting. I - 01/10/2006

Status:
01/19/2006 - SEN T. & H. To Coms. on T. & H. and E.Q.
Calendar:

Summary
Existing law provides various funding sources for transportation purposes, including fuel excise taxes, sales taxes on fuels, and truck weight fees . This bill would enact the Congestion Reduction, Clean Air, and Trade Corridor Bond Act of 2006, the Congestion Reduction, Clean Air, and Trade Corridor Bond Act of 2008, and the Transportation Revenue Bond Act of 2012. The bill would require the Secretary of State to submit the proposed bond measures to the voters at an unspecified election in 2006, and at the November 4, 2008, and November 6, 2012, elections, respectively . This bill contains other related provisions and other existing laws .

C/CAG *1* *Transportation*
All

SB 1611 (Simitian) Congestion management fees. A - 04/19/2006

Status:
04/26/2006 - SEN APPR. Set for hearing May 8.
Calendar:
05/08/06 Upon adjournment of session - John L. Burton Hearing Room (4203) SEN APPROPRIATIONS
Summary

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion . Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles . This bill would authorize a congestion management agency , or where there is no congestion management agency, the board of supervisors, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to $ 25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee . The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact . The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate , and would enact other related provisions .

C/CAG *Support* *1* *Transportation*
All

SCA 7 **(Torlakson) Transportation Investment Fund.** A - 01/12/2006

Status:

01/31/2006 - SEN THIRD READING Read second time. To third reading.

Calendar:

05/04/06 37 SEN THIRD READING FILE

Summary:

Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for various transportation purposes . Article XIX B authorizes this transfer to the Transportation Investment Fund to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision . This measure would make a nonsubstantive change to these provisions .

C/CAG *1* *Transportation*
All

Vehicle Abatement

AB 2681 **(Pavley) Vehicles: registration fees: fines.** I - 02/24/2006

Status:

04/18/2006 - ASM APPR. From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 8. Noes 3.) (April 17).

Calendar:

05/03/06 9 a.m. - Room 4202 ASM APPROPRIATIONS

Summary:

Existing law authorizes a county to establish a service authority for the abatement of abandoned vehicles and impose a $ 1 vehicle registration fee and an additional $ 2 fee upon all commercial motor vehicles that are subject to the permanent trailer identification program . These fees are collected by the Department of Motor Vehicles . The net amount of money collected from these fees is required to be deposited in the Abandoned Vehicle Trust Fund, which is continuously appropriated to the Controller for allocation to participating service authorities, as specified . This bill would adjust the amount of these fees to an amount not to exceed $ 2, and not to exceed $ 4, respectively, rather than $ 1 and $2. Because this bill would allow for an increase in revenues in a continuously appropriated fund, this bill would thereby make an appropriation . This bill contains other related provisions and other existing laws .

C/CAG *1* *Vehicle*
Abatement

SB 1225 **(Chesbro) Service authority: registration and service fees.** A - 03/23/2006

Status:

04/27/2006 - ASM DESK In Assembly. Read first time. Held at Desk.

Calendar:

ACTION REPORT WITH SUMMARY BY SUBJECT

C/CAG Priority 1 Bills

Bills to take a position on

Summary

Existing law authorizes the establishment of a service authority for the abatement of abandoned vehicles and the imposition of a $ 1 vehicle registration fee in a county if the board of supervisors of that county, by a 2/3 vote, and a majority of the cities having a majority of the incorporated population within the county adopt resolutions providing for the establishment of that authority and the imposition of the $ 1 fee. Existing law imposes an additional $ 2 service fee on a commercial motor vehicle . This bill would revise the amount of the vehicle registration fee for these purposes from $ 1 to $1 or $2 , and would revise the amount of the additional service fee imposed on a commercial motor vehicle from $ 2 to $2 or $4, as established by the service authority . The bill would require the same adoption procedure set forth above for an increase of the fee from $ 1 to $2.

C/CAG *1* *Vehicle Abatement*

Water

AB 2659 (Ruskin) Bay area regional water system: capital improvement program. A - 04/17/2006

Status:

04/25/2006 - ASM W.,P. & W. In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar:

Summary

Existing law, the Wholesale Regional Water System Security and Reliability Act, requires the City and County of San Francisco (City) to adopt, on or before February 1, 2003, a program of capital improvement projects designed to restore and improve the bay area regional water system, as defined . The act requires the plan to include completion dates for specified projects and requires the city to submit a report to various entities, on or before September 1 of each year, describing the progress made on the implementation of the capital improvement program during the previous fiscal year . The act permits the city to adopt a change in the capital improvement program pursuant to prescribed procedures . This bill would prohibit a state agency from taking any action to delay the implementation of the capital improvement program as that program is required to be undertaken by the act . The bill would authorize a public entity or private person to notify the State Department of Health Services or the Seismic Safety Commission of any delay in violation of the bill's provisions .

C/CAG *1* *Water*

2006-05-01

League Telecommunications Principles

Introduction

Over the next five years, the transformation of telecommunications policy at the federal, state and local level will have a profound effect on the delivery of public services, the quality of life and the economic development of local communities in California. It is critical that the League of California Cities take a leadership role in the public debate over communications policy and that the League makes every effort to encourage local city officials to lead in the development of communications policies in their local communities.

To establish a framework to accomplish these goals, the League sets forth the following base principles to begin this effort and debate:

- As landlords of the public right-of-way in our local communities, the League supports measures that recognize, strengthen and protect local control over the taxpayer's public right-of-way.
- Access to the public right-of-way by all companies providing communications should first require the acquisition of a franchise agreement from the appropriate public agency. The franchise agreement gives a regulatory uniformity for all competing companies.
- Any communications company obtaining a franchise should pay the appropriate franchise fee to protect and maintain the taxpayer's interest in the public right-of-way.
- Any company providing communications services to a local community should also be required to provide or support Public, Educational, and Governmental (PEG) access to new networks including PEG equipment, funding and support.
- Local communities should provide an equitable regulatory and taxation framework for all companies seeking to provide communications services to a community.
- The authority to generate revenues to provide for the public interest is vital to state and local governments and should be preserved. Reform should allow for solutions that preserve state and local revenue.

1) Competing communication services that are either equivalent or viewed as viable substi- tutes by consumers (hereinafter "functionally equivalent services"[1]) should be treated on a non-discriminatory basis for taxes or special purpose fees, rent and costs, if any by state and local governments regardless of technologies used to deliver them.

- Technology Neutral: Regardless of method of delivery, transactional taxes and fees will be assessed equally.

2) A time of transition should be incorporated for all parties to adjust to any agreed-upon communications tax reform.

3) State and local revenues on communications services should reflect major recent changes in this industry, which is rapidly evolving.

- General communications taxes such as UUT would be applied to communications providers across the board, including but not limited to providers of cable, video services, wireless, wireline (phone line), satellite or any other platform.

4) State and local communications policy should allow for consumer selection of service providers and technology.

5) State and local taxation should not advantage one communications service provider over an other provider of a functionally equivalent service.

6) Reforms should strive to simplify the collection, reporting and auditing of state and local taxes on communications services.

7) Tax obligation should not be based on the provider's presence in a taxing jurisdiction.[2]

- State and local role in preserving public interest obligations must be respected by the industry. All parties should embrace the goal of meeting public interest obligations with special purpose fees.

8) Special purpose obligations and surcharges, including but not limited to universal service, public, education and government access (PEG) and 911 surcharge and 911 access fees, should be applied on a nondiscriminatory basis between providers of functionally equivalent services.

9) Any company providing video services to a local community should also be required to provide or support public, education and government (PEG) access to new networks including PEG equipment, funding and support.

10) Local communities should provide an equitable regulatory framework for all companies seeking to provide telecommunications services to a community.

- Industry must respect the rights of local governments to act in the best interests of their citizens as the owners/trustees of the local rights-of-way. As landlords of the public rights-of-way, the League

supports measures that recognize and strengthen local control over the public rights-of-way. Local governments must retain the right to manage their rights-of-way and to receive compensation/rental fees for use of the rights-of-way by any communications providers.

11) Rental payment for the use and occupancy of the public rights-of-way should be applied on a competitively neutral and nondiscriminatory basis among providers of communications services that use the public rights-of-way.

12) Access to the public right-of-way by all companies providing communications services should first require the acquisition of a franchise agreement from the appropriate public agency.

13) Any communications company obtaining a franchise should pay the appropriate franchise fee for the privilege granted by the public entity.

14) Costs incurred by state and local governments associated with communications compa- nies' provision of services should be borne by that company.

15) The rights of local government to provide telecommunication and other communication services to their citizens should be respected. These rights should not be impaired by legislation or regulation that restricts such rights.

16) The League will oppose any legislation or regulation that would adversely affect the right of local government to provide telecommunication or communication services that the local government determines is in the best interest of the local community.

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1 Define functionally equivalent services.

2 This principle addresses the nexus problem created by *Bellas Hess* and *Quill* Supreme Court decisions. These decisions prohibit state and local governments from requiring out-of-state merchants to collect their taxes.

last updated : 11/21/2005

C/CAG AGENDA REPORT

Date: May 11, 2006

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Initial draft of the C/CAG 2006-07 Program Budget and Fees

(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and provide comments on the initial draft of the C/CAG 2006-07 Program Budget and Fees in accordance with the staff recommendation.

Fiscal Impact:

In accordance with the proposed C/CAG 2006-07 Program Budget.

Revenue Sources:

Funding sources for C/CAG include but are not limited to the following:

Source	Amount	% Total
1- Member Assessments (General and Gas Tax)	$ 610,410	6.6
2- Member Congestion Relief Match	$ 600,000	N/A
3- Member San Mateo Congestion Relief Fee	$ 1,300,000	14.0
4- Metropolitan Transportation Commission Planning Funds	$ 525,000	5.7
5- State Transportation Improvement Program Funds (Controlled)	$15,000,000	N/A
6- Federal STP/ CMAQ Funds (Controlled)	$ 5,000,000	N/A
7- Transportation Authority Partnerships	$ 700,000	7.6
8- Valley Transportation Authority	$ 100,000	1.1
9- Transportation Fund for Clean Air (Motor Vehicle Fee)	$ 1,067,098	11.5
10- San Mateo Flood Control District Fee/ General Fund	$ 1,414,235	15.3
11- State TDA Article 3 (Controlled)	$ 600,000	N/A
12- AVA Service Fee	$ 680,000	7.3
13- AB 1546 (Motor Vehicle Fee)	$ 2,632,669	28.4
14- Planning, Programming, and Monitoring (STIP)	$ 67,000	0.7
15- Federal Earmark	$ 0	0.0
16- MTC Rideshare	$ 70,000	0.8
17- Interest.	$ 103,029	1.1

ITEM 5.2

Background/Discussion:

Staff has developed the C/CAG Program Budget for 2006-07. Refer to the Budget Summary in Attachment A. The complete detailed Budget is provided in a separate attachment for reference. See Attachment B for Member Assessments. The Member Assessments have been increased 5% in FY 06-07. The Member Assessments should also be increased 5% in FY 07-08. A comparison of the FY 2005-06 Projection vs. FY 2005-06 Updated Budget is also provided (Attachment E). Key Budget Definitions/ Acronyms is provided in Attachment F. The C/CAG Budget will be introduced at the 5/11/06 C/CAG Board Meeting for comments. It is recommended that the Board approve the Budget at the 6/08/06 Board Meeting.

C/CAG 2006-07 Program Budget Assumptions:

The following are the initial Budget assumptions. The C/CAG Board at the 5/11/06 Board Meeting will provide additional direction on the assumptions to be used to develop the final Budget.

1- The Member Assessments have been increased 5% in FY 06-07. The Member Assessments should also be increased 5% in FY 07-08.
2- The Cities/ County will use their complete AB 1546 allocation within FY 06-07.
3- The San Mateo County Congestion Relief Program will fund the administrative and professional support required to implement the program.
4- The San Mateo County Congestion Relief Program will fund the El Camino Real Incentive Program.
5- Fund 2 (Congestion Management) has a balance of ($124,147) with no reserve and Fund 3 $304,101 for a net of $179,954. Through additional grants and increased member assessment it is anticipated that Fund 2 will be brought into balance without use the un-programmed Fund 3 (Street Repair Program) revenue.
6- In FY 06-07 would receive approximately 100% of Revenue for AB 1546 Program.
7- Will receive a grant in FY 06-07 from the Federal Aviation Administration (FAA) for $300,000 to fund the Airport Land Use Commission function. This will eliminate these costs from the General Fund.
8- The C/CAG Board approved a policy that stated that the Transportation Programs Fund, TFCA Fund, and NPDES Fund should pay a proportionate share of certain General Fund cost. These transfers are reflected in both the FY 05-06 Projections and FY 06-07 Budget.

C/CAG 2006-07 Program Budget Overview:

Revenues increased 7.48% and Expenditures increased 29.50%. The Revenues increased due to an increase in member assessments. The Street Repair Program is complete and has $304,101 in un-programmed funds remaining due to cost savings. The increase in Expenditures of $2,164,388 is primarily due to an increase in the Congestion Relief Program of $938,751 (Ramp Metering and ITS Projects) and AB 1546 Program of $1,173,388 (County Projects) . Ending

Fund Balance decreased 6.36%. The Reserves between FY 05-06 and FY 06-07 remain the same. However, the $50,000 reserve for Congestion Management (Fund 02) was used in FY 05-06. The cost for the lobbyist is included in the budget for Congestion Management ($36,000) and NPDES ($36,000).

FY 2005-06 Budget Comparison - See Attachment E.

Member Assessments:

The Member Assessments have been increased 5% in FY 06-07. The Member Assessments should also be increased 5% in FY 07-08. Additionally the proposed Budget continues to pay for the lobbyist ($72,000) without an increase in Member Assessment. This is effectively a 10% savings to Member Agencies.

Administrative Program Fund	$238,118 (General Fund)
Transportation Programs Fund	$372,292 (Gas Tax or General Fund)
Total C/CAG Assessments	$610,410.

Assessments are made based on population. Basis is the State Department of Finance data released 1/01/06

NPDES Agency Direct	$23,031 (Woodside and Brisbane)
NPDES Flood Control District	$1,391,204
Total NPDES	$1,414,235

It is recommended that a fee and surcharge be applied of $1,391,204. (Note: NPDES fees may increase slightly above this due to approved inflation factors. This will be included in the City/ County adopting resolutions.)

See Attachment B for Member Assessments.

San Mateo County Transportation/ Environmental Program (AB 1546):

The C/CAG Board approved the San Mateo County Transportation/ Environmental Program. Adoption included approval of a loan (Congestion Relief Program) of $104,000 for this program in FY 04-05. This loan was repaid in FY 05-06. For FY 06-07 it is assumed that all the allocations to each agency will be made. It is assumed that Countywide programs will be funded in FY 06-07.

C/CAG - Member Fees Highly Leveraged and Cost Savings:

The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRP). The FY 06-07 Revenue is leveraged 3.90 to 1. Including the funds that C/CAG controls, such as State and Federal Transportation funds, increases the leverage to 14.37.to 1.

The San Mateo Congestion Relief Program is leveraged 1.93 to 1 (Including City/ County shuttle match).

Through the C/CAG functions revenues are provided to member agencies that in most cases exceed the Member Assessments or fees. Furthermore it would be more costly for the program to be performed by individual agencies than through C/CAG. Developing cost and program efficiency through collective efforts is the whole basis for C/CAG.

Funds provided by the Transportation Authority were coordinated with the TA staff and confirmed that the TA budget is consistent.

Committee Recommendations:

The Technical Advisory Committee (TAC) reviewed it on 4/27/06. The Congestion Management and Air Quality Committee reviewed the Budget on 4/24/06. Both committees recommend approval. The Finance Committee will meet on 5/11/06 prior to the Board meeting to review and comment on the Budget.

Attachments:

Attachment A - City/County Association of Governments 2006-07 Program Budget Summary
Attachment B - Member Assessments
Attachment C - Graphical Representation of C/CAG Budget
Attachment D - Resolution 06-17 adopting the C/CAG 2006-07 Program Budget and Fees
Attachment E - FY 2005 - 06 Projection vs. FY 2005 - 06 Updated Budget
Attachment F - Key Budget Definitions/ Acronymns

Alternatives:

1- Review and provide comments on the initial draft of the C/CAG 2006-07 Program Budget and Fees in accordance with the staff recommendation.

2- No action.

ATTACHMENT A

City/County Association of Governments 2006-07 Program Budget Summary

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006 - 2007 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007

Adopted: June 8, 2006

555 COUNTY CENTER, 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599.1420 FAX: 650.361.8227

05/02/06

CHANGES IN C/CAG BUDGET BY FISCAL YEAR

	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$2,291,885**	**$3,630,327**	**$1,338,442**	**58.40%**
RESERVE BALANCE	$194,249	$144,249	($50,000)	-25.74%
PROJECTED REVENUES				
Interest Earnings	$103,029	$103,029	$0	0.00%
Member Contribution	$1,881,343	$1,910,410	$29,067	1.55%
Cost Reimbursements	$143,300	$0	($143,300)	-100.00%
ISTEA Funding	$390,000	$525,000	$135,000	34.62%
Grants	$103,325	$700,000	$596,675	577.47%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$1,067,098	$1,134,098	$67,000	6.28%
NPDES	$1,396,557	$1,414,235	$17,678	1.27%
AVA	$680,000	$680,000	$0	0.00%
Miscellaneous	$2,682,669	$2,732,669	$50,000	1.86%
Total Revenues	$8,624,321	$9,269,441	$645,120	7.48%
TOTAL SOURCES OF FUNDS	$10,916,206	$12,899,768	$1,983,562	18.17%
PROJECTED EXPENDITURES				
Administration Services	$459,751	$485,499	$25,748	5.60%
Professional Services	$1,134,788	$1,080,133	($54,655)	-4.82%
Consulting Services	$3,746,639	$6,047,036	$2,300,397	61.40%
Supplies	$46,500	$48,500	$2,000	4.30%
Prof. Dues & Memberships	$28,200	$36,600	$8,400	29.79%
Conferences & Meetings	$8,500	$8,500	$0	0.00%
Publications	$45,501	$37,999	($7,502)	-16.49%
TFCA Distributions	$950,000	$1,075,000	$125,000	13.16%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$810,000	$675,000	($135,000)	-16.67%
Miscellaneous	$106,000	$6,000	($100,000)	-94.34%
Total Expenditures	$7,335,879	$9,500,267	$2,164,388	29.50%
TRANSFERS				
Transfers In	$446,209	$77,693	($368,515)	-82.59%
Transfers Out	$396,209	$77,693	($318,515)	-80.39%
Total Transfers	($50,000)	($0)	$50,000	100.00%
NET CHANGE	$1,338,442	($230,826)	($1,569,268)	-117.25%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$7,285,879	$9,500,267	$2,214,388	30.39%
ENDING FUND BALANCE	**$3,630,327**	**$3,399,501**	**($230,826)**	**-6.36%**
RESERVE FUND BALANCE	$144,249	$144,249	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	$1,338,442	($230,826)	($1,569,268)	-117.25%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

05/02/06

PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

FY 2005-06 C/CAG PROJECTION

	General Fund	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	AB 1546 Program		Total
BEGINNING BALANCE	**$12,742**	**$180,896**	**$358,976**	**$109,415**	**$1,271,399**	**$358,710**	**($255)**		**$2,291,885**
RESERVE BALANCE	$43,346	$50,000	$0	$0	$100,903	$0	$0		**$194,249**
PROJECTED REVENUES									
Interest Earnings	$1,000	$6,000	$10,000	$4,029	$50,000	$2,000	$30,000		**$103,029**
Member Contribution	$226,779	$354,564	$1,300,000	$0	$0	$0	$0		**$1,881,343**
Cost Reimbursements	$0	$0	$143,300	$0	$0	$0	$0		**$143,300**
ISTEA Funding	$0	$390,000	$0	$0	$0	$0	$0		**$390,000**
Grants	$0	$100,000	$3,325	$0	$0	$0	$0		**$103,325**
SFIA Traffic Study	$0	$0	$0	$0	$0	$0	$0		**$0**
TFCA	$0	$0	$0	$1,067,098	$0	$0	$0		**$1,067,098**
NPDES	$0	$0	$0	$0	$1,396,557	$0	$0		**$1,396,557**
AVA	$0	$0	$0	$0	$0	$680,000	$0		**$680,000**
Miscellaneous	$0	$50,000	$0	$0	$0	$0	$2,632,669		**$2,682,669**
MTC Rideshare		$70,000							**$70,000**
PPM		$67,000							**$67,000**
Housing study grants		$40,000							**$40,000**
									$0
Total Revenues	$227,779	$1,077,564	$1,456,625	$1,071,127	$1,446,557	$682,000	$2,662,669		**$8,624,321**
TOTAL SOURCES OF FUNDS	$240,521	$1,258,460	$1,815,601	$1,180,542	$2,717,956	$1,040,710	$2,662,414		**$10,916,206**
PROJECTED EXPENDITURES									
Administration Services	$103,000	$110,000	$20,000	$10,000	$189,751	$12,000	$15,000		**$459,751**
Professional Services	$100,000	$450,000	$140,000	$41,397	$196,500	$0	$206,891		**$1,134,788**
Consulting Services	$0	$538,000	$1,054,249	$0	$917,000	$0	$1,237,390		**$3,746,639**
Supplies	$44,500	$2,000	$0	$0	$0	$0	$0		**$46,500**
Prof. Dues & Memberships	$1,600	$0	$0	$0	$26,600	$0	$0		**$28,200**
Conferences & Meetings	$4,000	$3,000	$0	$0	$1,500	$0	$0		**$8,500**
Publications	$25,000	$5,500	$0	$0	$15,001	$0	$0		**$45,501**
TFCA Distributions	$0	$0	$0	$950,000	$0	$0	$0		**$950,000**
NPDES Distributions	$0	$0	$0	$0	$0	$0	$0		**$0**
AVA Distributions	$0	$0	$0	$0	$0	$810,000	$0		**$810,000**
Miscellaneous	$4,000	$1,000	$0	$0	$101,000	$0	$0		**$106,000**
Total Expenditures	$282,100	$1,109,500	$1,214,249	$1,001,397	$1,447,352	$822,000	$1,459,281		**$7,335,879**
TRANSFERS									
Transfers In	$70,543	$50,000	$104,000	$221,666	$0	$0	$0		**$446,209**
Transfers Out	$0	$25,051	$0	$223,944	$43,214	$0	$104,000		**$396,209**
Total Transfers	($70,543)	($24,949)	($104,000)	$2,277	$43,214	$0	$104,000		**($50,000)**
NET CHANGE	$16,222	($6,987)	$346,376	$67,453	($44,009)	($140,000)	$1,099,388		**$1,338,442**
TRANSFER TO RESERVES	$0	$0	$0	$0	$0	$0	$0		**$0**
TOTAL USE OF FUNDS	$211,557	$1,084,551	$1,110,249	$1,003,674	$1,490,566	$822,000	$1,563,281		**$7,285,879**
ENDING FUND BALANCE	**$28,964**	**$173,909**	**$705,352**	**$176,868**	**$1,227,391**	**$218,710**	**$1,099,133**		**$3,630,327**
RESERVE FUND BALANCE	$43,346	$0	$0	$0	$100,903	$0	$0		**$144,249**
NET INCREASE (Decrease) IN FUND BALANCE As of June 30, 2006	$16,222	($6,987)	$346,376	$67,453	($44,009)	($140,000)	$1,099,388		**$1,338,442**

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance
See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.

	$103,000	$110,000		$10,000	$189,751				$412,751
% Basis	0.249545125	0.266504503		0.024227682	0.45972269				100%
Admin Cost Sharing									
Legal Services	$26,000								
Accounting Services	$32,000								
Office Space	$36,000								
Total	$94,000								$94,000
	$23,457.24	$25,051.42		$2,277.40	$43,213.93				
Transfer Out		$25,051.42		$2,277.40	$43,213.93				
Transfer In	$70,542.76								

05/02/06

PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

FY 2006-07 PROGRAM BUDGET

	General Fund	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	AB 1546 Program		Total
BEGINNING BALANCE	**$28,964**	**$173,909**	**$705,352**	**$176,868**	**$1,227,391**	**$218,710**	**$1,099,133**		**$3,630,327**
RESERVE BALANCE	$43,346	$0	$0	$0	$100,903	$0	$0		**$144,249**
PROJECTED REVENUES									
Interest Earnings	$2,000	$5,000	$10,000	$4,029	$50,000	$2,000	$30,000		**$103,029**
Member Contribution	$238,118	$372,292	$1,300,000	$0	$0	$0	$0		**$1,910,410**
Cost Reimbursements	$0	$0	$0	$0	$0	$0	$0		**$0**
ISTEA Funding	$0	$525,000	$0	$0	$0	$0	$0		**$525,000**
Grants	$0	$100,000	$600,000	$0	$0	$0	$0		**$700,000**
SFIA Traffic Study	$0	$0	$0	$0	$0	$0	$0		**$0**
TFCA	$0	$67,000	$0	$1,067,098	$0	$0	$0		**$1,134,098**
NPDES	$0	$0	$0	$0	$1,414,235	$0	$0		**$1,414,235**
AVA	$0	$0	$0	$0	$0	$680,000	$0		**$680,000**
Miscellaneous	$0	$100,000	$0	$0	$0	$0	$2,632,669		**$2,732,669**
MTC Rideshare	$0	$70,000	$0	$0	$0	$0	$0		**$70,000**
Total Revenues	$240,118	$1,239,292	$1,910,000	$1,071,127	$1,464,235	$682,000	$2,662,669		**$9,269,441**
TOTAL SOURCES OF FUNDS	$269,082	$1,413,201	$2,615,352	$1,247,995	$2,691,626	$900,710	$3,761,802		**$12,899,768**
PROJECTED EXPENDITURES									
Administration Services	$107,000	$130,000	$20,000	$12,000	$186,499	$15,000	$15,000		**$485,499**
Professional Services	$95,000	$460,000	$180,000	$32,000	$196,500	$0	$116,633		**$1,080,133**
Consulting Services	$0	$601,000	$1,953,000	$0	$992,000	$0	$2,501,036		**$6,047,036**
Supplies	$46,500	$2,000	$0	$0	$0	$0	$0		**$48,500**
Prof. Dues & Memberships	$1,600	$0	$0	$0	$35,000	$0	$0		**$36,600**
Conferences & Meetings	$4,000	$3,000	$0	$0	$1,500	$0	$0		**$8,500**
Publications	$22,500	$5,500	$0	$0	$9,999	$0	$0		**$37,999**
TFCA Distributions	$0	$0	$0	$1,075,000	$0	$0	$0		**$1,075,000**
NPDES Distributions	$0	$0	$0	$0	$0	$0	$0		**$0**
AVA Distributions	$0	$0	$0	$0	$0	$675,000	$0		**$675,000**
Miscellaneous	$4,000	$1,000	$0	$0	$1,000	$0	$0		**$6,000**
							$0		
Total Expenditures	$280,600	$1,202,500	$2,153,000	$1,119,000	$1,422,498	$690,000	$2,632,669		$9,500,267
TRANSFERS									
Transfers In	$77,693	$0	$0	$0	$0	$0	$0		**$77,693**
Transfers Out	$0	$30,746	$0	$2,838	$44,109	$0	$0		**$77,693**
Total Transfers	($77,693)	$30,746	$0	$2,838	$44,109	$0	$0		**($0)**
NET CHANGE	$37,211	$6,046	($243,000)	($50,711)	($2,372)	($8,000)	$30,000		**($230,826)**
TRANSFER TO RESERVES	$0	$0	$0	$0	$0	$0	$0		**$0**
TOTAL USE OF FUNDS	**$202,907**	$1,233,246	$2,153,000	$1,121,838	$1,466,607	$690,000	$2,632,669		**$9,500,267**
ENDING FUND BALANCE	**$66,175**	**$179,954**	**$462,352**	**$126,157**	**$1,225,019**	**$210,710**	**$1,129,133**		**$3,399,501**
RESERVE FUND BALANCE	$43,346	$0	$0	$0	$100,903	$0	$0		**$144,249**
NET INCREASE (Decrease) IN FUND BALANCE As of June 30, 2007	$37,211	$6,046	($243,000)	($50,711)	($2,372)	($8,000)	$30,000		**($230,826)**

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance
See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.

	$107,000	$130,000		$12,000	$186,499				$435,499
% Basis	0.245695168	0.298508148		0.027554598	0.428242086				100%
Admin Cost Sharing									
Legal Services	$27,000								
Accounting Services	$38,000								
Office Space	$38,000								
Total	$103,000								
	$25,306.60	$30,746.34		$2,838.12	$44,108.93				$103,000
Transfer Out		$30,746.34		$2,838.12	$44,108.93				
Transfer In	$77,693.40								

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

ADMINISTRATIVE PROGRAM - GENERAL FUND

PROGRAM DESCRIPTION: The General Fund finances the administrative functions of C/CAG.

Issues: There is a 5% increase in member assessment for FY 06-07 and an updating of the population to the Ca. Department of Finance 1/1/06 estimate. Did not increase member assessments for prior four years. Will likely need to increase member assessment 5% in FY 07-08. Awaiting receipt of Airport Land Use Commission grant of $300,000. This will significant improve the General Fund.

Reserves: Important to have adequate reserves. Current level of $43,346 is approximately 15% of expenditures. Would like to increase to 25% in the future.

ESTIMATED BEGINNING BALANCE		**$28,964**	
RESERVE BALANCE			$43,346
PROJECTED REVENUES			
Interest Income	$2,000		
Member Assessments (General Fund)	$238,118		
(See Attachment B)			
Grants	$0		
TOTAL PROJECTED REVENUES	$240,118	$240,118	
TOTAL SOURCES OF FUNDS		$269,082	
PROPOSED EXPENDITURES			
Administrative Services	$107,000		
Professional Services	$95,000		
Consulting Services	$0		
Supplies[1]	$46,500		
Professional Dues & Memberships	$1,600		
Conferences & Meetings	$4,000		
Publications	$22,500		
Miscellaneous	$4,000		
TOTAL EXPENDITURES	$280,600	$280,600	
TRANSFERS	($77,693)	($77,693)	
NET CHANGE	$37,211		
TRANSFER TO RESERVES	$0		
TOTAL USE OF FUNDS		$202,907	
ENDING FUND BALANCE (6/30/07)		**$66,175**	
RESERVE FUND BALANCE			$43,346

[1]Includes office lease and operating expenses.
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CHANGES IN GENERAL FUND BUDGET(01) BY FISCAL YEAR				
	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$12,742**	**$28,964**	**$16,222**	**127.31%**
RESERVE BALANCE	$43,346	$43,346	$0	0.00%
PROJECTED REVENUES				
Interest Earnings	$1,000	$2,000	$1,000	100.00%
Member Contribution	$226,779	$238,118	$11,339	5.00%
Cost Reimbursements	$0	$0	$0	0.00%
ISTEA Funding	$0	$0	$0	0.00%
Grants	$0	$0	$0	0.00%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$0	$0	$0	0.00%
NPDES	$0	$0	$0	0.00%
AVA	$0	$0	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
Total Revenues	$227,779	$240,118	$12,339	5.42%
TOTAL SOURCES OF FUNDS	$240,521	$269,082	$28,561	11.87%
PROJECTED EXPENDITURES				
Administration Services	$103,000	$107,000	$4,000	3.88%
Professional Services	$100,000	$95,000	($5,000)	-5.00%
Consulting Services	$0	$0	$0	0.00%
Supplies	$44,500	$46,500	$2,000	4.49%
Prof. Dues & Memberships	$1,600	$1,600	$0	0.00%
Conferences & Meetings	$4,000	$4,000	$0	0.00%
Publications	$25,000	$22,500	($2,500)	-10.00%
TFCA Distributions	$0	$0	$0	0.00%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$0	$0	$0	0.00%
Miscellaneous	$4,000	$4,000	$0	0.00%
Total Expenditures	$282,100	$280,600	($1,500)	-0.53%
TRANSFERS				
Transfers In	$70,543	$77,693	$7,151	10.14%
Transfers Out	$0	$0	$0	0.00%
Total Transfers	($70,543)	($77,693)	($7,151)	-10.14%
NET CHANGE	$16,222	$37,211	$20,990	129.39%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$211,557	$202,907	($8,651)	-4.09%
ENDING FUND BALANCE	**$28,964**	**$66,175**	**$37,211**	**128.48%**
RESERVE FUND BALANCE	$43,346	$43,346	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	$16,222	$37,211	$20,990	129.39%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

TRANSPORTATION PROGRAMS FUND

PROGRAM DESCRIPTION: Transportation Programs includes Congestion Management Program, Bikeways and Pedestrian Advisory Committee (BPAC) and TDA Fund Management. Includes Street Repair Program (Fund 03) that reimburses agencies for repairs of local roads that are used by buses. The Peninsula 2020 Corridor study and partial support for the lobbyist are included in this Fund.

Issues: There is a 5% increase in member assessment for FY 06-07 and an updating of the population to the Ca. Department of Finance 1/1/06 estimate. Did not increase member assessments for prior four years. Will need to increase member assessment 5% in FY 07-08. Coordinated the C/CAG budget with the Transportation Authority Budget for consistency. Must actively pursue cost reimbursements for MTC, TA and VTA. Fund 2 (Congestion Management) has a balance of ($124,147) and Fund 3 $304,101 for a net of $179,954.

Reserves: Used the $50,000 reserves in the Congestion Management Program. Need to try to develop adequate reserves of $200,000 over time for the Congestion Management Program.

ESTIMATED BEGINNING BALANCE		**$173,909**	
RESERVE BALANCE			$0
PROJECTED REVENUES			
Interest Earnings	$5,000		
Member Contribution (CMP 111)	$372,292		
Federal Earmark	$0		
ISTEA Funding	$525,000		
PPM	$67,000		
Grants/ VTA	$100,000		
Miscellaneous/ TA	$100,000		
TOTAL PROJECTED REVENUES	$1,239,292	$1,239,292	
TOTAL SOURCES OF FUNDS		$1,413,201	
PROJECTED EXPENDITURES			
Administration	$130,000		
Professional Services	$460,000		
Consulting Services	$601,000		
Supplies	$2,000		
Conferences & Meetings	$3,000		
Publications	$5,500		
Miscellaneous	$1,000		
TOTAL EXPENDITURES	$1,202,500	$1,202,500	
TRANSFERS	$30,746	$30,746	
NET CHANGE	$6,046		
TRANSFER TO RESERVES	$0		
TOTAL USE OF FUNDS		$1,233,246	
ENDING FUND BALANCE (6/30/07)		**$6,046**	$0

RESERVE FUND BALANCE
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.
TA provides funding for potential TA requested studies.

VTA and TA provide reimbursements for Peninsula 2020 Gateway Study.

05/02/06

CHANGES IN TRANSPORTATION PROGRAMS FUND (02/03) BUDGET BY FISCAL YEAR

	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$180,896**	**$173,909**	**($6,987)**	**-3.86%**
RESERVE BALANCE	$50,000	$0	($50,000)	-100.00%
PROJECTED REVENUES				
Interest Earnings	$6,000	$5,000	($1,000)	-16.67%
Member Contribution	$354,564	$372,292	$17,728	5.00%
Cost Reimbursements	$0	$0	$0	0.00%
ISTEA Funding	$390,000	$525,000	$135,000	34.62%
Grants	$100,000	$100,000	$0	0.00%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$0	$67,000	$67,000	0.00%
NPDES	$0	$0	$0	0.00%
AVA	$0	$0	$0	0.00%
Miscellaneous	$50,000	$100,000	$50,000	100.00%
Total Revenues	$1,077,564	$1,239,292	$161,728	15.01%
TOTAL SOURCES OF FUNDS	$1,258,460	$1,413,201	$154,741	12.30%
PROJECTED EXPENDITURES				
Administration Services	$110,000	$130,000	$20,000	18.18%
Professional Services	$450,000	$460,000	$10,000	2.22%
Consulting Services	$538,000	$601,000	$63,000	11.71%
Supplies	$2,000	$2,000	$0	0.00%
Prof. Dues & Memberships	$0	$0	$0	0.00%
Conferences & Meetings	$3,000	$3,000	$0	0.00%
Publications	$5,500	$5,500	$0	0.00%
TFCA Distributions	$0	$0	$0	0.00%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$0	$0	$0	0.00%
Miscellaneous	$1,000	$1,000	$0	0.00%
Total Expenditures	$1,109,500	$1,202,500	$93,000	8.38%
TRANSFERS				
Transfers In	$50,000	$0	($50,000)	-100.00%
Transfers Out	$25,051	$30,746	$5,695	22.73%
Total Transfers	($24,949)	$30,746	$55,695	223.24%
NET CHANGE	($6,987)	$6,046	$13,033	186.52%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$1,084,551	$1,233,246	$148,695	13.71%
ENDING FUND BALANCE	**$173,909**	**$179,954**	**$6,046**	**3.48%**
RESERVE FUND BALANCE	$0	$0	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	($6,987)	$6,046	$13,033	186.52%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

SAN MATEO CONGESTION RELIEF PLAN PROGRAM FUND

PROGRAM DESCRIPTION: The San Mateo Congestion Relief Plan (SMCRP) is composed of seven programs whose goal is to move San Mateo County forward to meet the Countywide Transportation Plan requirement to increase transit ridership from 6% to 20% and reduce automobile usage from 94 to 80%. The plan focuses on the operating efficiency of the transportation system through shuttles, Transportation Demand Management, Intelligent Transportation Systems and creating incentives for the cities and county to develop transportation friendly land use. C/CAG will work jointly with SamTrans, the Transportation Authority, and the Peninsula Congestion Relief Alliance in the implementation of this program.

Issues: SamTrans/ Transportation Authority will determine their level of participation as part of their annual budget process. C/CAG and TA staff coordinated the SamTrans/ TA contribution for FY 06-07. Primary focus has been on local shuttles. There is currently less demand for employer shuttles.

Reserves: Current reserve is $0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE		**$705,352**	
RESERVE BALANCE			$0
PROJECTED REVENUES			
Interest Earnings	$10,000		
Member Contribution (Gas Tax - See Attachment B)	$1,300,000		
Cost Reimbursements			
Grants (Note 1)	$600,000		
Miscellaneous	$0		
TOTAL PROJECTED REVENUES	$1,910,000	$1,910,000	
TOTAL SOURCES OF FUNDS		$2,615,352	
PROJECTED EXPENDITURES			
Administration	$20,000		
Professional Services	$180,000		
Consulting Services (Studies)	$1,953,000		
ITS - $400,000			
Ramp Metering - $200,000			
Local Shuttles - $400,000			
Employer Shuttles - $153,000			
Countywide TDM - $500,000			
ECR Incentive Program - $300,000			
TOTAL EXPENDITURES	$2,153,000	$2,153,000	
TRANSFERS	$0	$0	
NET CHANGE	($243,000)		
TRANSFER TO RESERVES	$0		
TOTAL USE OF FUNDS		$2,153,000	
ENDING FUND BALANCE (6/30/07)		**$462,352**	
RESERVE FUND BALANCE			$0

Note 1 Funds proposed by TA staff. Budget will be adjusted if necessary to reflect final approved amount.
2 Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

05/02/06	CHANGES IN SMCRP PROGRAM FUNDS (04) BUDGET BY FISCAL YEAR			
	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$358,976**	**$705,352**	**$346,376**	**96.49%**
RESERVE BALANCE	$0	$0	$0	0.00%
PROJECTED REVENUES				
Interest Earnings	$10,000	$10,000	$0	0.00%
Member Contribution	$1,300,000	$1,300,000	$0	0.00%
Cost Reimbursements	$143,300	$0	($143,300)	-100.00%
ISTEA Funding	$0	$0	$0	0.00%
Grants	$3,325	$600,000	$596,675	17945.11%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$0	$0	$0	0.00%
NPDES	$0	$0	$0	0.00%
AVA	$0	$0	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
Total Revenues	$1,456,625	$1,910,000	$453,375	31.13%
TOTAL SOURCES OF FUNDS	$1,815,601	$2,615,352	$799,751	44.05%
PROJECTED EXPENDITURES				
Administration Services	$20,000	$20,000	$0	0.00%
Professional Services	$140,000	$180,000	$40,000	28.57%
Consulting Services (Studies)	$1,054,249	$1,953,000	$898,751	85.25%
Supplies	$0	$0	$0	0.00%
Prof. Dues & Memberships	$0	$0	$0	0.00%
Conferences & Meetings	$0	$0	$0	0.00%
Publications	$0	$0	$0	0.00%
TFCA Distributions	$0	$0	$0	0.00%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$0	$0	$0	0.00%
Miscellaneous (Shuttles)	$0	$0	$0	0.00%
Total Expenditures	$1,214,249	$2,153,000	$938,751	77.31%
TRANSFERS				
Transfers In	$104,000	$0	($104,000)	-100.00%
Transfers Out	$0	$0	$0	0.00%
Total Transfers	($104,000)	$0	$104,000	100.00%
NET CHANGE	$346,376	($243,000)	($589,376)	-170.15%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$1,110,249	$2,153,000	$1,042,751	93.92%
ENDING FUND BALANCE	**$705,352**	**$462,352**	**($243,000)**	**-34.45%**
RESERVE FUND BALANCE	$0	$0	$0	0.00%
NET INCREASE (Decrease)	$346,376	($243,000)	($589,376)	-170.15%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

TFCA PROGRAM FUND

Program Description: The Bay Area Air Quality Management District (BAAQMD) is charged under AB 434 to levy a surcharge on motor vehicle registration fees to fund projects and programs to reduce air pollution. This provides the revenues for the Transportation Fund for Clean Air (TFCA) Program. Forty (40) percent of the revenues generated within San Mateo County are allocated to C/CAG to be used to fund local programs implementing specified transportation control measures to improve air quality in the San Francisco Bay Area.

Issues: A minimum of Thirty (30) percent of the funds are set aside for the County Transportation Demand Management (TDM) Agencies with the remaining competed. The FY 2005-06 focus for the competed funds is on shuttle programs.

Reserves: Current reserve is $0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE[1]		**$176,868**	
RESERVE BALANCE			$0
PROJECTED REVENUES			
Interest Earnings	$4,029		
TFCA Motor Vehicle Fee Revenue[2]	$1,067,098		
TOTAL PROJECTED REVENUES	$1,071,127	$1,071,127	
TOTAL SOURCES OF FUNDS		$1,247,995	
PROPOSED EXPENDITURES			
Administration Services	$12,000		
Professional Services	$32,000		
Supplies	$0		
Conferences & Meetings	$0		
TFCA Distributions (See Attached Details)	$1,075,000		
TOTAL EXPENDITURES	$1,119,000	$1,119,000	
NET CHANGE	($50,711)		
TOTAL TRANSFERS	$2,838	$2,838	
TRANSFER TO RESERVE	$0		
TOTAL USE OF FUNDS		$1,121,838	
ENDING FUND BALANCE (6/30/07)		**$126,157**	
RESERVE FUND BALANCE			$0

[1] TFCA Funds are good for two years. Programming issues, interest and cost reimbursement result in a balance carried forward.

[2] Estimate for 2006-07 is $1,067,098 direct into San Mateo.

[3] Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

05/02/06

CHANGES IN TFCA FUND (22/23/24/25/26) BUDGET BY FISCAL YEAR

	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$109,415**	**$176,868**	**$67,453**	**61.65%**
RESERVE BALANCE	$0	$0	$0	0.00%
PROJECTED REVENUES				
Interest Earnings	$4,029	$4,029	$0	0.00%
Member Contribution	$0	$0	$0	0.00%
Cost Reimbursements	$0	$0	$0	0.00%
ISTEA Funding	$0	$0	$0	0.00%
Grants	$0	$0	$0	0.00%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$1,067,098	$1,067,098	$0	0.00%
NPDES	$0	$0	$0	0.00%
AVA	$0	$0	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
Total Revenues	$1,071,127	$1,071,127	$0	0.00%
TOTAL SOURCES OF FUNDS	$1,180,542	$1,247,995	$67,453	5.71%
PROJECTED EXPENDITURES				
Administration Services	$10,000	$12,000	$2,000	20.00%
Professional Services	$41,397	$32,000	($9,397)	-22.70%
Consulting Services	$0	$0	$0	0.00%
Supplies	$0	$0	$0	0.00%
Prof. Dues & Memberships	$0	$0	$0	0.00%
Conferences & Meetings	$0	$0	$0	0.00%
Publications	$0	$0	$0	0.00%
TFCA Distributions	$950,000	$1,075,000	$125,000	13.16%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$0	$0	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
Total Expenditures	$1,001,397	$1,119,000	$117,603	11.74%
TRANSFERS				
Transfers In	$221,666	$0	($221,666)	-100.00%
Transfers Out	$223,944	$2,838	($221,105)	-98.73%
Total Transfers	$2,277	$2,838	$561	24.62%
NET CHANGE	$67,453	($50,711)	($118,164)	-175.18%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$1,003,674	$1,121,838	$118,164	11.77%
ENDING FUND BALANCE	**$176,868**	**$126,157**	**($50,711)**	**-28.67%**
RESERVE FUND BALANCE	$0	$0	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	$67,453	($50,711)	($118,164)	-175.18%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

NPDES STORMWATER MANAGEMENT PLAN PROGRAM FUND

PROGRAM DESCRIPTION: The National Pollutant Discharge Elimination System (NPDES) program is a response to the mandate imposed by federal/ state legislation and the San Francisco Bay Regional Water Quality Control Board (RWQCB) requiring a San Mateo County stormwater discharge permit. The Cities/ County have joined together with C/CAG as co-permittee agencies for the Stormwater Pollution Prevention Program (STOPP).

Issues: Need to legislatively address the ability to generate revenue. The budget includes supplement fee of $624,008 and additional scope of work required by the Regional Water Quality Control Board. Have not fully implemented the expanded programs. Because of risk associated with permit renewal $75,000 is included in the budget to address this issue.

Reserves: Current reserves are $100,903. Need to try to increase the reserves to $200-250,000 over next few years.

ESTIMATED BEGINNING BALANCE		**$1,227,391**	
RESERVE BALANCE			$100,903
PROJECTED REVENUES			
Interest Earnings	$50,000		
NPDES Fee[1] (See Attachment B)	$1,414,235		
TOTAL PROJECTED REVENUES	$1,464,235	$1,464,235	
TOTAL SOURCES OF FUNDS		$2,691,626	
PROPOSED EXPENDITURES			
Administration Services	$186,499		
Professional Services	$196,500		
Consulting Services[2]	$992,000		
Supplies	$0		
Professional Dues & Membership[3]	$35,000		
Conferences & Meetings	$1,500		
Publications	$9,999		
NPDES Distributions	$0		
Miscellaneous (Litigation)	$1,000		
TOTAL EXPENDITURES	$1,422,498	$1,422,498	
NET CHANGE	($2,372)		
TRANSFERS	$44,109	$44,109	
TRANSFER TO RESERVES	$0		
TOTAL USE OF FUNDS		$1,466,607	
ENDING FUND BALANCE (6/30/07)		**$1,225,019**	
RESERVE FUND BALANCE			$100,903

[1]NPDES Fee - Assumed the same contribution rate as 2005-06 plus a supplemental fee of $624,008.
[2]Consulting services are provided by EOA.
[3]Consists of Permits and Regional Assessment fees.
[4] Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

05/02/06

CHANGES IN NPDES FUND (07) BUDGET BY FISCAL YEAR

	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$1,271,399**	**$1,227,391**	**($44,009)**	**-3.46%**
RESERVE BALANCE	$100,903	$100,903	$0	0.00%
PROJECTED REVENUES				
Interest Earnings	$50,000	$50,000	$0	0.00%
Member Contribution	$0	$0	$0	0.00%
Cost Reimbursements	$0	$0	$0	0.00%
ISTEA Funding	$0	$0	$0	0.00%
Grants	$0	$0	$0	0.00%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$0	$0	$0	0.00%
NPDES	$1,396,557	$1,414,235	$17,678	1.27%
AVA	$0	$0	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
	$0	$0		
Total Revenues	$1,446,557	$1,464,235	$17,678	1.22%
TOTAL SOURCES OF FUNDS	$2,717,956	$2,691,626	($26,331)	-0.97%
PROJECTED EXPENDITURES				
Administration Services	$189,751	$186,499	($3,252)	-1.71%
Professional Services	$196,500	$196,500	$0	0.00%
Consulting Services	$917,000	$992,000	$75,000	8.18%
Supplies	$0	$0	$0	0.00%
Prof. Dues & Memberships	$26,600	$35,000	$8,400	31.58%
Conferences & Meetings	$1,500	$1,500	$0	0.00%
Publications	$15,001	$9,999	($5,002)	-33.34%
TFCA Distributions	$0	$0	$0	0.00%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$0	$0	$0	0.00%
Miscellaneous	$101,000	$1,000	($100,000)	-99.01%
Total Expenditures	$1,447,352	$1,422,498	($24,854)	-1.72%
TRANSFERS				
Transfers In	$0	$0	$0	0.00%
Transfers Out	$43,214	$44,109	$895	2.07%
Total Transfers	$43,214	$44,109	$895	2.07%
NET CHANGE	($44,009)	($2,372)	$41,637	94.61%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$1,490,566	$1,466,607	($23,959)	-1.61%
ENDING FUND BALANCE	**$1,227,391**	**$1,225,019**	**($2,372)**	**-0.19%**
RESERVE FUND BALANCE	$100,903	$100,903	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	($44,009)	($2,372)	$41,637	94.61%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

ABANDONED VEHICLE ABATEMENT SERVICE AUTHORITY FUND

PROGRAM DESCRIPTION: The objective of the Abandoned Vehicle Abatement (AVA) Program is to assist the Cities and County in the abatement of abandoned vehicles. These revenues provide cost recovery for the expenses incurred by member jurisdictions related to the abatement of abandoned vehicles. The County and 17 Cities participate in this program. The City of San Carlos provides administrative (Regional Services Authority) and finance support for the program.

Issues: AVA funds are distributed to those agencies (18) participating, based half on population and half on proportionate share of vehicles abated.

Reserves: Current reserve is $0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BALANCE[1]		**$218,710**	
RESERVE BALANCE			$0
PROJECTED REVENUES			
Interest Earnings	$2,000		
Abandoned Vehicle Abatement Fee Revenues[2]	$680,000		
TOTAL PROJECTED REVENUES	$682,000	$682,000	
TOTAL SOURCES OF FUNDS		$900,710	
PROPOSED EXPENDITURES			
Administration Services	$15,000		
Professional Services	$0		
AVA Distributions[3] (See Attached Distributions)	$675,000		
TOTAL EXPENDITURES	$690,000	$690,000	
NET CHANGE	($8,000)		
TRANSFER TO RESERVES	$0		
TOTAL USE OF FUNDS		$690,000	
ENDING FUND BALANCE[1] (6/30/07)		**$210,710**	
RESERVE FUND BALANCE			$0

[1]AB 135, effective January 1, 1996, requires rebating surplus funds back to the State of California 90 days after the preceding year ends. Surplus generated prior to this date is not affected.
[2]Assumed the same contribution rate as 2005-06.
[3]The same agency reimbursement level as 2005-06 was assumed.

[4] Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

05/02/06	CHANGES IN AVA FUND (09) BUDGET BY FISCAL YEAR			
	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**$358,710**	**$218,710**	**($140,000)**	**-39.03%**
RESERVE BALANCE	$0	$0	$0	0.00%
PROJECTED REVENUES				
Interest Earnings	$2,000	$2,000	$0	0.00%
Member Contribution	$0	$0	$0	0.00%
Cost Reimbursements	$0	$0	$0	0.00%
ISTEA Funding	$0	$0	$0	0.00%
Grants	$0	$0	$0	0.00%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$0	$0	$0	0.00%
NPDES	$0	$0	$0	0.00%
AVA	$680,000	$680,000	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
Total Revenues	$682,000	$682,000	$0	0.00%
TOTAL SOURCES OF FUNDS	$1,040,710	$900,710	($140,000)	-13.45%
PROJECTED EXPENDITURES				
Administration Services	$12,000	$15,000	$3,000	25.00%
Professional Services	$0	$0	$0	0.00%
Consulting Services	$0	$0	$0	0.00%
Supplies	$0	$0	$0	0.00%
Prof. Dues & Memberships	$0	$0	$0	0.00%
Conferences & Meetings	$0	$0	$0	0.00%
Publications	$0	$0	$0	0.00%
TFCA Distributions	$0	$0	$0	0.00%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$810,000	$675,000	($135,000)	-16.67%
Miscellaneous	$0	$0	$0	0.00%
Total Expenditures	$822,000	$690,000	($132,000)	-16.06%
TRANSFERS				
Transfers In	$0	$0	$0	0.00%
Transfers Out	$0	$0	$0	0.00%
Total Transfers	$0	$0	$0	0.00%
NET CHANGE	($140,000)	($8,000)	$132,000	94.29%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$822,000	$690,000	($132,000)	-16.06%
ENDING FUND BALANCE	**$218,710**	**$210,710**	**($8,000)**	**-3.66%**
RESERVE FUND BALANCE	$0	$0	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	($140,000)	($8,000)	$132,000	94.29%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2006-07 PROGRAM BUDGET
JULY 1, 2006 - JUNE 30, 2007
(by fund)

SAN MATEO COUNTY ENVIRONMENTAL/ TRANSPORTATION PILOT PROGRAM - AB 1546

PROGRAM DESCRIPTION: A C/CAG sponsored initiative AB 1546 was signed into law by the Governor and took effect on January 1, 2005 that provides authorization for the City/County Association of Governments of San Mateo County to impose an annual fee of up to $4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm-water pollution within San Mateo County. The Board authorized the implementation of a $4 fee beginning 7/1/05. Both traffic congestion and storm-water pollution programs include support for local programs and new countywide programs.

Issues: An allocation for each agency is provided to support the local programs. New countywide programs will be developed for both congestion relief and storm-water pollution programs. Funds expire 1/1/09.

Reserves: Current reserve is $0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE		**$1,099,133**	
RESERVE BALANCE			$0
PROJECTED REVENUES			
Interest Income	$30,000		
DMV Fee	$2,632,669		
Grants			
TOTAL PROJECTED REVENUES	$2,662,669	$2,662,669	
TOTAL SOURCES OF FUNDS		$3,761,802	
PROPOSED EXPENDITURES			
Administrative Services	$15,000		
Professional Services	$116,633		
Consulting Services	$2,501,036		
Supplies[1]			
Professional Dues & Memberships			
Conferences & Meetings			
Publications			
DMV Distribution	$0		
TOTAL EXPENDITURES	$2,632,669	$2,632,669	
TRANSFERS	$0	$0	
NET CHANGE	$30,000		
TRANSFER TO RESERVES			
TOTAL USE OF FUNDS		$2,632,669	
ENDING FUND BALANCE (6/30/07)		**$1,129,133**	
RESERVE FUND BALANCE			$0

Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance
2- Assumed full allocation to Cities/ County.

05/02/06

CHANGES IN AB 1546 PROGRAM FUND (08) BUDGET BY FISCAL YEAR

	Projected Actual FY 2005-06	Budgeted FY 2006-07	Budget Change	Budget % Change
BEGINNING BALANCE	**($255)**	**$1,099,133**	**$1,099,388**	**431928.65%**
RESERVE BALANCE	$0	$0	$0	0.00%
PROJECTED REVENUES	$0	$0		
	$0	$0		
Interest Earnings	$30,000	$30,000	$0	0.00%
Member Contribution	$0	$0	$0	0.00%
Cost Reimbursements	$0	$0	$0	0.00%
ISTEA Funding	$0	$0	$0	0.00%
Grants	$0	$0	$0	0.00%
SFIA Traffic Study	$0	$0	$0	0.00%
TFCA	$0	$0	$0	0.00%
NPDES	$0	$0	$0	0.00%
AVA	$0	$0	$0	0.00%
Miscellaneous	$2,632,669	$2,632,669	$0	0.00%
Total Revenues	$2,662,669	$2,662,669	$0	0.00%
TOTAL SOURCES OF FUNDS	$2,662,414	$3,761,802	$1,099,388	41.29%
PROJECTED EXPENDITURES				
	$0	$0		
Administration Services	$15,000	$15,000	$0	0.00%
Professional Services	$206,891	$116,633	($90,258)	-43.63%
Consulting Services	$1,237,390	$2,501,036	$1,263,646	102.12%
Supplies	$0	$0	$0	0.00%
Prof. Dues & Memberships	$0	$0	$0	0.00%
Conferences & Meetings	$0	$0	$0	0.00%
Publications	$0	$0	$0	0.00%
TFCA Distributions	$0	$0	$0	0.00%
NPDES Distributions	$0	$0	$0	0.00%
AVA Distributions	$0	$0	$0	0.00%
Miscellaneous	$0	$0	$0	0.00%
Total Expenditures	$1,459,281	$2,632,669	$1,173,388	80.41%
TRANSFERS		$0		
Transfers In	$0	$0	$0	0.00%
Transfers Out	$104,000	$0	($104,000)	-100.00%
Total Transfers	$104,000	$0	($104,000)	-100.00%
NET CHANGE	$1,099,388	$30,000	($1,069,388)	-97.27%
TRANSFER TO RESERVES	$0	$0	$0	0.00%
TOTAL USE OF FUNDS	$1,563,281	$0 $2,632,669	$1,069,388	68.41%
ENDING FUND BALANCE	**$1,099,133**	**$1,129,133**	**$30,000**	**2.73%**
RESERVE FUND BALANCE	$0	$0	$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	$1,099,388	$30,000	($1,069,388)	-97.27%

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

ATTACHMENT B

MEMBER ASSESSMENTS
(5% Increase over FY 05-06)

MEMBER ASSESSMENTS

Agency	% Popul. (as of 1/1/06)	General Fund Assessment $238,118	Gas Tax Assessment $372,292	% of Trip Generation	Congestion Relief	**Total w/o NPDES**	NPDES Basic (1)	NPDES Extended (1)	NPDES Total (1)	Total w/NPDES
Atherton	1.00%	$2,388	$3,734	1.5	$19,500	**$25,622**	$10,906	$8,612	$19,517	$45,139
Belmont	3.54%	$8,434	$13,187	3.3	$42,900	**$64,521**	$30,446	$24,042	$54,487	$119,008
Brisbane (2)	0.52%	$1,231	$1,925	1.7	$22,100	**$25,256**	$8,664	$6,841	$15,505	$40,761
Burlingame	3.91%	$9,314	$14,562	5	$65,000	**$88,875**	$34,339	$27,116	$61,455	$150,330
Colma	0.22%	$518	$810	1.3	$16,900	**$18,228**	$2,933	$2,316	$5,249	$23,477
Daly City	14.48%	$34,470	$53,892	9.8	$127,400	**$215,762**	$81,553	$64,399	$145,951	$361,713
East Palo Alto	4.43%	$10,550	$16,495	2.4	$31,200	**$58,246**	$17,681	$13,962	$31,643	$89,889
Foster City	4.13%	$9,832	$15,373	4.3	$55,900	**$81,105**	$32,692	$25,815	$58,507	$139,612
Half Moon Bay	1.76%	$4,189	$6,550	1	$13,000	**$23,739**	$18,581	$14,673	$33,253	$56,992
Hillsborough	1.51%	$3,606	$5,638	1	$13,000	**$22,243**	$14,105	$11,138	$25,243	$47,487
Menlo Park	4.25%	$10,112	$15,810	6.3	$81,900	**$107,822**	$42,985	$33,944	$76,929	$184,751
Millbrae	2.86%	$6,819	$10,661	2.8	$36,400	**$53,879**	$22,529	$17,790	$40,319	$94,199
Pacifica	5.35%	$12,739	$19,917	3.4	$44,200	**$76,856**	$45,183	$35,679	$80,862	$157,718
Portola Valley	0.63%	$1,497	$2,341	1.1	$14,300	**$18,138**	$7,227	$5,707	$12,934	$31,072
Redwood City	10.51%	$25,021	$39,119	13.8	$179,400	**$243,540**	$78,175	$61,731	$139,906	$383,447
San Bruno	5.73%	$13,652	$21,345	3.7	$48,100	**$83,097**	$42,460	$33,529	$75,989	$159,086
San Carlos	3.90%	$9,295	$14,532	4.4	$57,200	**$81,027**	$39,176	$30,935	$70,111	$151,138
San Mateo	13.03%	$31,015	$48,491	14.5	$188,500	**$268,006**	$94,938	$74,968	$169,906	$437,912
South San Francisco	8.54%	$20,331	$31,786	9.2	$119,600	**$171,717**	$73,973	$58,413	$132,386	$304,103
Woodside (3)	0.76%	$1,811	$2,831	1	$13,000	**$17,642**	$9,046	$7,143	$16,190	$33,832
San Mateo County	8.94%	$21,295	$33,294	8.5	$110,500	**$165,088**	$82,636	$65,254	$147,890	$312,979
TOTAL	100	$238,118	$372,292	100	$1,300,000	**$1,910,410**	$790,227	$624,008	$1,414,235	$3,324,645

1- Funds collected based on parcels through San Mateo County Flood Control District except for Brisbane and Woodside

2- Brisbane pays for NPDES Extended from City Funds

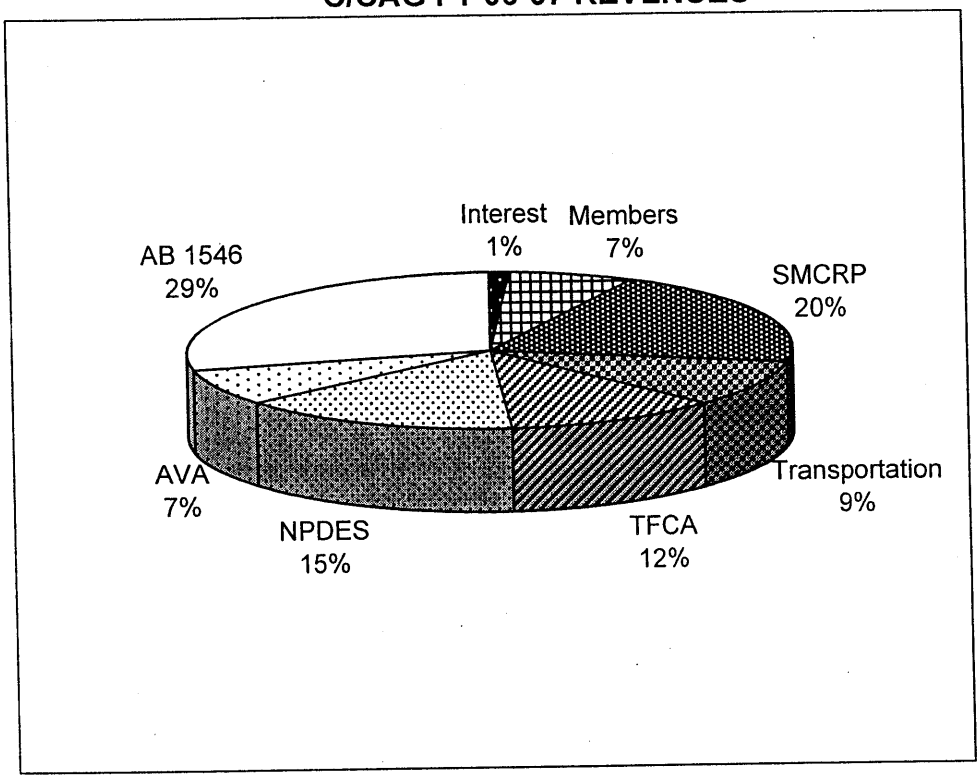
3- Woodside pays for Both NPDES Basic and NPDES Extended from City Funds

4- Note NPDES will be increased slightly due to approved inflation factors. This will be included in the adopting resolutions.

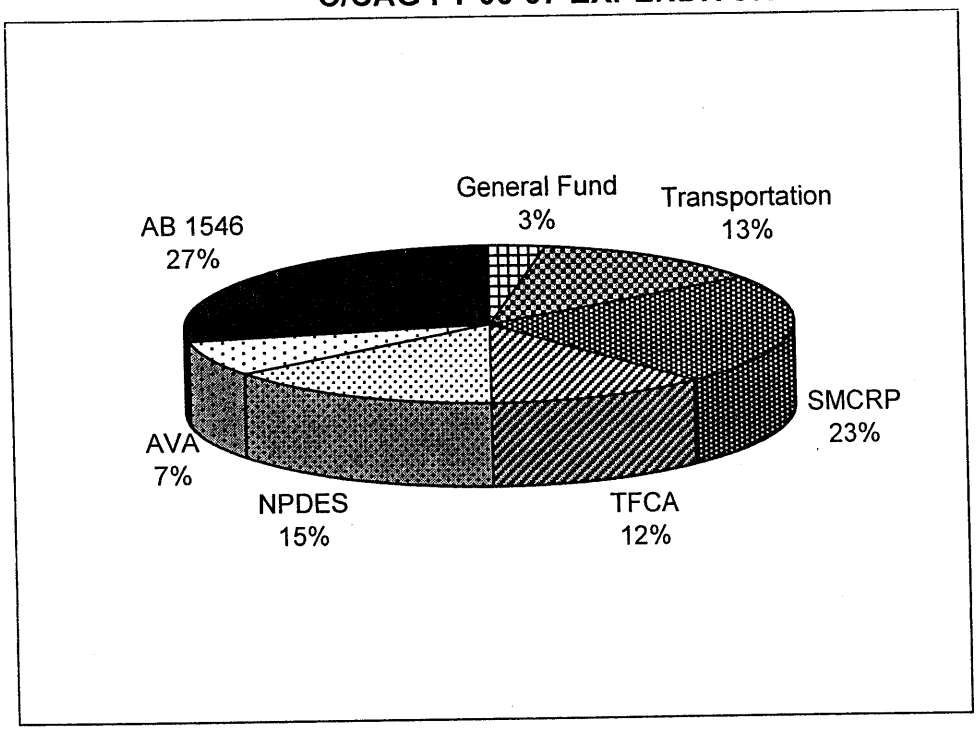
ATTACHMENT C

Graphical Representation of C/CAG Budget

C/CAG FY 06-07 REVENUES

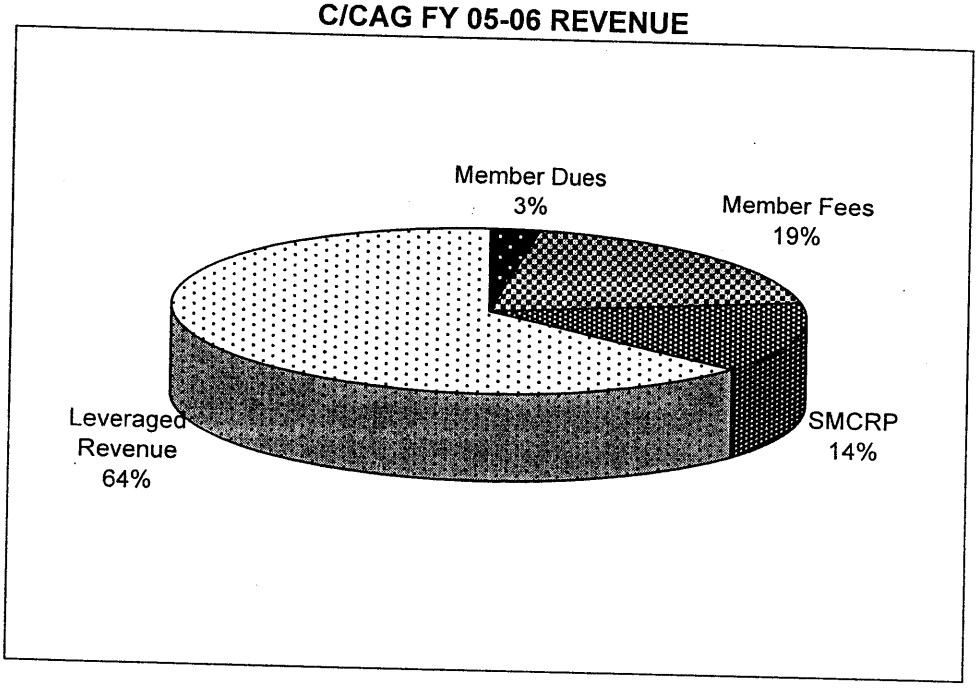


C/CAG FY 06-07 EXPENDITURES



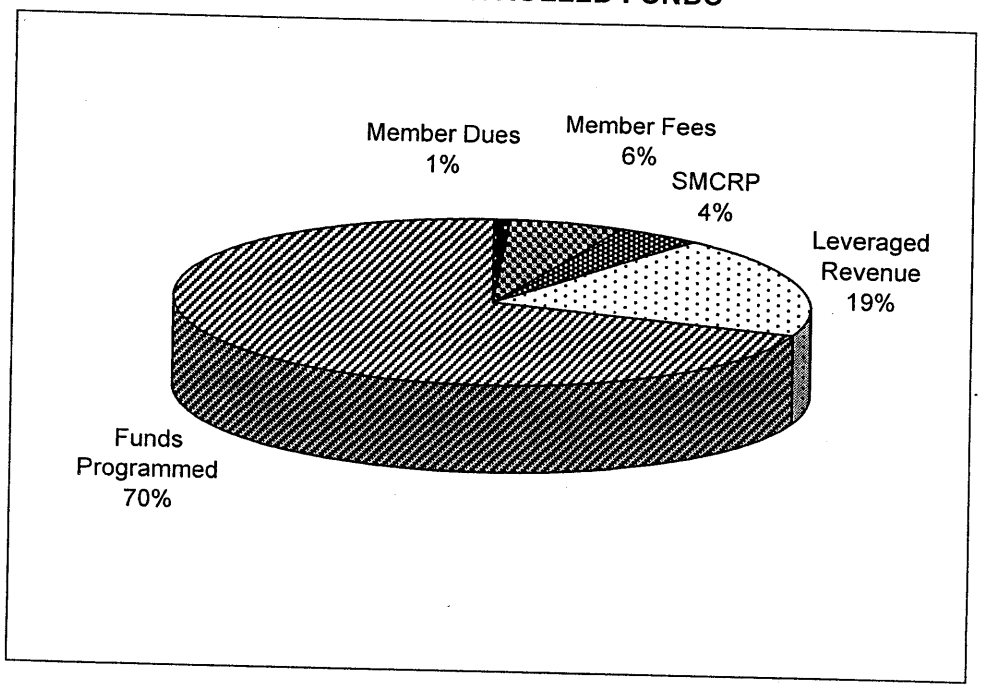
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG FY 05-06 REVENUE



Leverage= $7,899,441/$2,024,645= 3.90 to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS



Leverage=$29,099,441/$2,024,645=14.37 to 1
(Less SMCRP Funds)

ATTACHMENT D

Resolution 06-17 adopting the C/CAG 2006-07 Program Budget and Fees

RESOLUTION 06-17

* * * * * * * * * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE C/CAG 2006-07 PROGRAM BUDGET AND FEES

* * * * * * * * * * * * * * * *

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that,

WHEREAS, C/CAG is authorized as a Joint Powers Agency to provide services for member agencies; and

WHEREAS, C/CAG is required to adopt a program budget and establish fees annually; and

WHEREAS, C/CAG must use the latest population data available from the State of California, dated 1/01/06, in establishing the member assessments; and

WHEREAS, a C/CAG 2006-07 Program Budget and fees has been proposed;

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) adopts the C/CAG 2006-07 Program Budget and Fees.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF JUNE 2006.

James M. Vreeland, Jr., Chair

ATTACHMENT E

FY 2005 - 06 Projection vs. FY 2005 - 06 Updated Budget

05/02/06	C/CAG FY 2005-06 PROJECTION VS FY 2005- 06 UPDATED BUDGET			
	Updated Budgeted FY 2005-06	Projected Actual FY 2005-06	Budget Change	Budget % Change
BEGINNING BALANCE	**$1,846,985**	**$2,291,885**	**$444,900**	**24.09%**
RESERVE BALANCE	$194,249	$194,249	**$0**	**0.00%**
PROJECTED REVENUES				
Interest Earnings	$38,000	$103,029	**$65,029**	**171.13%**
Member Contribution	$1,881,343	$1,881,343	**$0**	**0.00%**
Cost Reimbursements	$0	$143,300	**$143,300**	**0.00%**
ISTEA Funding	$390,000	$390,000	**$0**	**0.00%**
Grants	$487,500	$103,325	**($384,175)**	**-78.81%**
SFIA Traffic Study	$300,000	$0	**($300,000)**	**-100.00%**
TFCA	$1,114,289	$1,067,098	**($47,191)**	**-4.24%**
NPDES	$1,388,456	$1,396,557	**$8,101**	**0.58%**
AVA	$680,000	$680,000	**$0**	**0.00%**
Miscellaneous	$1,980,000	$2,682,669	**$702,669**	**35.49%**
	$0	$70,000		
	$0	$67,000		
	$0	$40,000		
Total Revenues	$8,259,588	$8,624,321	**$364,733**	**4.42%**
TOTAL SOURCES OF FUNDS	$10,106,573	$10,916,206	**$809,633**	**8.01%**
PROJECTED EXPENDITURES				
Administration Services	$517,866	$459,751	**($58,115)**	**-11.22%**
Professional Services	$1,185,062	$1,134,788	**($50,274)**	**-4.24%**
Consulting Services	$1,957,018	$3,746,639	**$1,789,621**	**91.45%**
Supplies	$50,000	$46,500	**($3,500)**	**-7.00%**
Prof. Dues & Memberships	$35,666	$28,200	**($7,466)**	**-20.93%**
Conferences & Meetings	$10,000	$8,500	**($1,500)**	**-15.00%**
Publications	$41,000	$45,501	**$4,501**	**10.98%**
TFCA Distributions	$1,055,000	$950,000	**($105,000)**	**-9.95%**
NPDES Distributions	$0	$0	**$0**	**0.00%**
AVA Distributions	$675,000	$810,000	**$135,000**	**20.00%**
Miscellaneous	$2,657,177	$106,000	**($2,551,177)**	**-96.01%**
Total Expenditures	$8,183,789	$7,335,879	**($847,910)**	**-10.36%**
TRANSFERS				
Transfers In	$250,440	$446,209	**$195,769**	**78.17%**
Transfers Out	$250,440	$396,209	**$145,769**	**58.20%**
Total Transfers	$0	($50,000)	**($50,000)**	**0.00%**
NET CHANGE	$75,799	$1,338,442	**$1,262,643**	**1665.78%**
TRANSFER TO RESERVES	$0	$0	**$0**	**0.00%**
TOTAL USE OF FUNDS	$8,183,789	$7,285,879	**($897,910)**	**-10.97%**
ENDING FUND BALANCE	**$1,922,784**	**$3,630,327**	**$1,707,543**	**88.81%**
RESERVE FUND BALANCE	$194,249	$144,249	**($50,000)**	**-25.74%**
NET INCREASE (Decrease) IN FUND BALANCE	$75,799	$1,338,442	**$1,262,643**	**1665.78%**

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

ATTACHMENT F

Key Budget Definitions/ Acronyms

Key Budget Definitions/ Acronyms

AB 434 - Transportation Fund for Clean Air Program
AB 1546 Program - San Mateo County Environmental/ Transportation Pilot Program
AVA - Abandoned Vehicle Abatement
BAAQMD - Bay Area Air Quality Management District
BPAC - Bicycle and Pedestrian Advisory Committee
C/CAG - City/ County Association of Governments
CMAQ - Congestion Management and Air Quality
CMP 111 - Congestion Management Program (Proposition 111)
DMV - Department of Motor Vehicles
ISTEA - Intermodal Surface Transportation Equity Act
ITS - Intelligent Transportation Study
Measure A - San Mateo County Sales Tax for Transportation
MTC - Metropolitan Transportation Commission
Normalized - Years in a multi-year analysis all referred to a base year.
NPDES - National Pollutant Discharge Elimination System
Peninsula 2020 Gateway Study - San Mateo and Santa Clara County study on Highway 101 and access to the Dumbarton Bridge.
PPM - Planning Programming and Monitoring
RWQCB - San Francisco Bay Area Regional Water Quality Control Board
SFIA - San Francisco International Airport
SMCRP - San Mateo Congestion Relief Plan Program
STIP - State Transportation Improvement Program (State and Federal Transportation Funds)
STOPPP - Storm-water Pollution Prevention Program
STP - Surface Transportation Program (Federal Funds)
TA - Transportation Authority
TAC - Congestion Management Technical Advisory Committee
TDA - Transportation Development Act Article III Funding
TFCA - Transportation Fund for Clean Air (Also known as AB 434)
VTA - Valley Transportation Authority

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Status report on Devil's Slide road closure.

(For further information or questions contact Richard Napier at 599-1420)

This is an oral report to be given at the C/CAG May 11, 2006 Board meeting.

ITEM 5.3

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF RESOLUTION 06-13 AUTHORIZING THE C/CAG CHAIR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND SAN FRANCISCO INTERNATIONAL AIRPORT TO WORK COOPERATIVELY ON A HYDROGEN FUELING STATION

(For further information contact Richard Napier at 599-1420 or Walter Martone at 599-1465)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 06-13 authorizing the C/CAG Chair to execute a Memorandum of Understanding (MOU) between C/CAG and San Francisco International Airport to work cooperatively on a Hydrogen Fueling Station.

FISCAL IMPACT

The C/CAG budget for 2005-06 includes $350,000 for the maintenance and operation of up to four hydrogen and/or other clean fuel shuttle vehicles and related fueling infrastructure.

SOURCE OF FUNDS

Funding to support the C/CAG participation in this project would come from the vehicle registration fee adopted by C/CAG under the San Mateo County Environmental/ Transportation Program (AB 1546).

BACKGROUND/DISCUSSION

On September 29, 2004, the Governor signed into law AB 1546 which authorized the C/CAG Board to adopt a fee of up to four dollars on every motor vehicle registered in San Mateo County. As a part of the negotiations with the Governor's Office for the approval of AB 1546, C/CAG adopted Resolution 04-13 making a commitment to use a portion of the revenues resulting from the fee, to explore the development of an Alternative Fuel Vehicle Shuttle Program for San Mateo County. This included exploring the use of technologies such as Hydrogen Fuel Cell, Hydrogen Combustion, Hybrids/ Plug-In Hybrids, Battery-Electric, Bio-diesel, Compressed

Natural Gas, and other technologies for use in shuttle vehicles as an alternative to fossil fuel powered vehicles. On May 12, 2005 the C/CAG Board authorized a consulting contract with Clark Aganon to assist in the development of the alternative fuel program. On August 11, 2005, staff provided an update to the Board on all of the activities that were occurring to advance this program.

Staff has begun negotiations with San Francisco International Airport for the siting of an alternative fueling station that would include compressed hydrogen, compressed natural gas, and a blend of natural gas and hydrogen. Renewable energy sources such as biodiesel and solar, are being explored as a way to power the station. Staff is also researching various funding sources to acquire new shuttle buses and convert existing shuttle buses that operate in vicinity of the Airport to utilize these environmentally friendly fuels.

The State of California Budget includes funding to support the development of three hydrogen fueling stations around the State. In order to qualify for these funds, it is necessary for C/CAG to demonstrate that it has created a partnership with qualified entities and is advancing in the station development process. One of the ways of documenting these efforts is to sign a MOU with the Airport as a potential site for a fueling station.

This MOU expresses the intent of the parties to work together in the station development and support. It does not commit any of the parties to a specific funding agreement, nor does it require C/CAG to implement this pilot project if it determines that this project is not feasible, too costly, or not advantageous to C/CAG for any reason. The MOU will enable C/CAG staff, working together with the Airport, to explore funding opportunities with the State and other places, and to develop plans and specifications for an actual fueling station. Before any final commitment is made to move forward with this project, contracts with the appropriate parties will be provided to the C/CAG Board for consideration.

ATTACHMENTS

- Resolution 06-13
- MOU with San Francisco International Airport

RESOLUTION 06-13

* * * * * * * * * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND SAN FRANCISCO INTERNATIONAL AIRPORT TO WORK COOPERATIVELY ON A HYDROGEN FUELING STATION

* * * * * * * * * * * * * * * * *

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, the C/CAG Board is authorized by California Government Code Section 65089.11 et. seq. to adopt a $4 Fee on motor vehicles registered in San Mateo County; and

WHEREAS, the C/CAG Board has decided that a clean fuel shuttle demonstration program and related fueling infrastructure will be one of the programs to be implemented with the proceeds of this Fee; and

WHEREAS, the San Francisco International Airport has been identified as an ideal hydrogen station site in the California Hydrogen Highway Blueprint Plan and which could support the clean fuel shuttle program; and

WHEREAS, the C/CAG Board has determined that a Memorandum of Understanding (MOU) with the City & County of San Francisco Airport Commission is required to develop and implement such a program.

NOW, THEREFORE, BE IT RESOLVED that the Chair the Board of Directors of C/CAG is hereby authorized and directed to execute said Memorandum of Understanding to facilitate the implementation of a clean fuel shuttle demonstration program, subject to approval of the MOU form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF MAY 2006.

_____

James M. Vreeland Jr., Chairman

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

Memorandum of Understanding

This Memorandum of Understanding ("MOU") is effective as of May 11, 2006 by and between the City and County of San Francisco Airport Commission, San Francisco International Airport (SFO), San Francisco, CA 94128, and the City/County Association Of Governments, a joint powers agency that includes San Mateo County and all twenty of its incorporated cities with its principal office located at 555 County Center, Redwood City, California ("C/CAG").

WHEREAS C/CAG intends to develop a Hydrogen Shuttle Pilot Program ("Pilot Program") as part of an overall Clean Fuel Transportation program; and

WHEREAS the Pilot Program will consist of two components: (i) a compressed hydrogen fueling station ("station"), and (ii) a hydrogen powered shuttle fleet ("fleet"); and

WHEREAS C/CAG intends that the hydrogen fueling station will be a part of the California Hydrogen Highway (CA H2 Net) to provide fueling access for hydrogen fleet vehicles operating within San Mateo County; and

WHEREAS C/CAG intends to coordinate and partner with public and/or private agencies to develop a network of hydrogen fueling stations within San Mateo County (San Mateo County H2 Highway) as a subset of the California Hydrogen Highway (CA H2 Net); and

WHEREAS SFO, and C/CAG met on 12/14/05 to discuss their respective interests in a hydrogen fueling station at SFO;

NOW, THEREFORE, the City and County of San Francisco Airport Commission and C/CAG agree to enter into this MOU with a view to establishing a cooperative relationship fostering the development of a hydrogen fueling station at SFO as part of the San Mateo County H2 Network, and in doing so agree on the following principles:

1. This MOU confirms the preliminary discussions and sets forth an outline pursuant to

which the parties can proceed to enter into a definitive agreement that will define the proposed relationship between the parties to accomplish the coordinated development of a hydrogen fueling station as a component of the San Mateo County H2 Network. The parties recognize that this MOU constitutes only a basic outline of the relationship and that this MOU is not binding upon either party, except with respect to paragraph 4 which shall be binding and enforceable upon the parties. Except for paragraph 4, the parties recognize that this MOU does not constitute an enforceable agreement, which shall await the entry of a formal definitive agreement between the parties.

2. The purpose of the MOU is to formalize the intent of the parties to discuss and to agree upon the development of a hydrogen fueling station at SFO.

3. Based on discussions so far, it is intended that the Airport Commission and C/CAG facilitate development of a hydrogen fueling station, such station to form a constituent part of the San Mateo County H2 Highway. The details of each party's contribution shall be contained in the contemplated definitive agreement.

4. The parties recognize that they will be submitting to each other confidential business plans, financial information, technology, engineering, trade secrets, and other confidential business and proprietary information ("Confidential Information") during the discussions among themselves. Each party agrees that it will keep such Confidential Information to itself and will not disclose it to any third party and will not use it except in connection with the project contemplated in this MOU except to the extent required by law, including the California Public Records Act and San Francisco's Sunshine Ordinance. However, the recipient party will give the disclosing party prompt notice to allow the disclosing party a reasonable opportunity to obtain a protective order. The parties understand that the Confidential Information may be supplied on a need to know basis to its employees, including the employees of its subsidiaries, and possibly to outside consultants. The parties agree that each person to whom such Confidential Information is provided shall be made aware of the confidentiality provisions of this MOU and requested to abide by them.

5. Nothing herein shall be, or construed to be, a grant or license or any other right or interest in or to the technology, know-how, patents, trademarks, designs, engineering, mask works, plans, drawings, processes, trade secrets or other similar intellectual property or other confidential information of one party to another.

6. Each party represents that the person signing this MOU is authorized to do so, but all parties recognize that any definitive agreement must receive formal corporate approval and/or Board approval before its effectiveness.

7. This MOU may be terminated by either party upon 30 days written notice to the other, but the provisions of paragraph 4 will remain in effect.

This MOU is effective as of the date first above written.

City & County of San Francisco Airport Commission

By:_____

Name:_____

Title:_____

Date:_____

City/County Association of Governments of San Mateo County

By:_____

Name: James M. Vreeland Jr.

Title: Chairman

Date: May 11, 2006

Approved as to form:

By:_____

Name: Miruni Soosaipillai

Title: C/CAG Legal Counsel

Date:

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF RESOLUTION 06-15 AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO SUBMIT PROPOSALS TO THE CALIFORNIA AIR RESOURCES BOARD AND THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT TO REQUEST FUNDING FOR THE ESTABLISHMENT OF HYDROGEN FUELING STATIONS IN SAN MATEO COUNTY AND FOR THE ACQUISITION/CONVERSION OF SHUTTLE BUSES TO OPERATE ON HYDROGEN FUEL

(For further information contact Richard Napier at 599-1420 or Walter Martone at 599-1465)

RECOMMENDATION

That the C/CAG Board adopt Resolution 06-15 authorizing the C/CAG Executive Director to submit proposals to the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (BAAQMD) to request funding for the establishment of hydrogen fueling stations in San Mateo County and for the acquisition/conversion of shuttle buses to operate on hydrogen fuel.

FISCAL IMPACT

The C/CAG budget for 2005-06 includes $350,000 for the maintenance and operation of up to four hydrogen and/or other clean fuel shuttle vehicles and related fueling infrastructure.

SOURCE OF FUNDS

Funding to support the C/CAG participation in this project would come from the vehicle registration fee adopted by C/CAG under the San Mateo County Environmental/ Transportation Program (AB 1546).

BACKGROUND/DISCUSSION

On September 29, 2004, the Governor signed into law AB 1546 which authorized the C/CAG Board to adopt a fee of up to four dollars on every motor vehicle registered in San Mateo County. As a part of the negotiations with the Governor's Office for the approval of AB 1546, C/CAG adopted Resolution 04-13 making a commitment to use a portion of the revenues

resulting from the fee, to explore the development of an Alternative Fuel Vehicle Shuttle Program for San Mateo County. This included exploring the use of technologies such as Hydrogen Fuel Cell, Hydrogen Combustion, Hybrids/ Plug-In Hybrids, Battery-Electric, Bio-diesel, Compressed Natural Gas, and other technologies for use in shuttle vehicles as an alternative to fossil fuel powered vehicles.

PROPOSAL OPTIONS

In order to implement these programs, the funding that C/CAG has available must be augmented with monies from other sources. CARB has recently issued a Request for Proposals as part of the California Hydrogen Highway Blueprint. This proposal process will make available $3.7 million dollars Statewide to provide 50% funding for three hydrogen fueling stations. BAAQMD will also be issuing a Request for Proposals for programs under its Regional Transportation Fund for Clean Air program. Two of the eligible categories of projects under this fund include support for refueling stations using clean fuels, and support for clean fuel vehicles. The proposals are due on June 3, 2006, which is prior to the next C/CAG Board meeting. Therefore staff is requesting authorization to submit proposals within specified parameters.

Option 1: C/CAG staff is considering a number of options for satisfying C/CAG's obligation under AB 1546 to promote alternative fuels. At the San Carlos PG & E facility, plans are underway to expand the existing compressed natural gas fueling station to include hydrogen fuel and also a blend of hydrogen with compressed natural gas. PG & E is already committed to funding the majority of the station costs and is looking for additional funding partners.

Option 2: San Francisco International Airport has two compressed natural gas fueling stations operated by private for profit companies. One of these operators is interested in expanding the station to include hydrogen and hydrogen–natural gas blended fuels. It is anticipated that the operator would assume the majority of the cost of enhancements to the station. It is still in the very early stages of planning, and the funding shortfall has not yet been estimated.

Option 3: A third option for hydrogen fueling is the creation of a new fueling station located in the corporation yard of the City of Menlo Park. The City would allow the station to be constructed on its site, and the total cost of the construction of the facility would be borne by C/CAG through its AB 1546 resources combined with outside grants (approximately 50% under AB 1546 and 50% in outside grants. The total cost has been estimated to be $1.25 million. This is the most costly option and may be difficult to put together. It also has the greater financial risk since C/CAG would be the primary sponsor.

Option 4: Finally, in addition to the previously described options, funding will be needed to acquire/retrofit vehicles to run on hydrogen and hydrogen-compressed natural gas blend fuels. This is an extremely important component of the program. C/CAG is in the business of transportation and not in fuel production and dispensing. Therefore in keeping with C/CAG's mission, a significant component of our effort must be devoted to the acquisition/retrofitting of shuttle vehicles. The estimates that we have received for converting an existing shuttle bus to

hydrogen ranges from $30,000 to $100,000 depending on the size, make, model, etc. and fuel that the bus currently runs on. Compressed natural gas vehicles are generally less expensive to convert to hydrogen or natural gas-hydrogen blend. The BAAQMD will be issuing a request for proposals shortly for its regional Transportation Fund for Clean Air Program. One of the allowable categories of projects is the acquisition/conversion of vehicles that operate on clean fuels such as hydrogen and compressed natural gas.

PROPOSAL PARAMETERS

C/CAG staff requests authorization to put together proposals with the following parameters.

1. Work with Pacific Gas and Electric (PG & E), Ztek, San Francisco International Airport (SFIA), Trillium, City of Menlo Park, Proton, and Linde to develop an appropriate proposal.
2. Limit C/CAG's investment to $600,000 ($350,000 from Fiscal Year 05-06 and $250,000 from Fiscal Year 06-07).
3. Include the pursuit of vehicles for shuttle purposes.
4. Authorize the C/CAG Executive Director to submit and sign the appropriate documentation for the grant proposals in consultation with the C/CAG Chairman.
5. Final acceptance of any grant award will be brought back to the full C/CAG Board for approval.

ATTACHMENTS

- Resolution 06-15

RESOLUTION 06-15

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A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO SUBMIT PROPOSALS TO THE CALIFORNIA AIR RESOURCES BOARD AND THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT TO REQUEST FUNDING FOR THE ESTABLISHMENT OF HYDROGEN FUELING STATIONS IN SAN MATEO COUNTY AND FOR THE ACQUISITION/CONVERSION OF SHUTTLE BUSES TO OPERATE ON HYDROGEN FUEL

* * * * * * * * * * * * * * * * *

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, the C/CAG Board is authorized by California Government Code Section 65089.11 et. seq. to adopt a $4 Fee on motor vehicles registered in San Mateo County; and

WHEREAS, the C/CAG Board has decided that a clean fuel shuttle demonstration program and related fueling infrastructure will be one of the programs to be implemented with the proceeds of this Fee; and

WHEREAS, the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (BAAQMD) have funding available through a request for proposal process to support hydrogen fueling infrastructure and the acquisition/conversion of vehicles to operate with hydrogen fuel; and

WHEREAS, the C/CAG Board has determined that it desires to submit proposals to compete for this funding to augment the funding that C/CAG has available for this purpose.

NOW, THEREFORE, BE IT RESOLVED that the Executive Director of C/CAG is hereby authorized to submit proposals to CARB and BAAQMD to request funding for the establishment of hydrogen fueling stations in San Mateo County and for the acquisition/ conversion of shuttle buses to operate on hydrogen fuel with a not to exceed cost to C/CAG of $600,000.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF MAY 2006.

_____

James M. Vreeland Jr., Chairman

C/CAG AGENDA REPORT

DATE: May 11, 2006

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: REVIEW AND APPROVAL OF RESOLUTION 06-14 AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH CLARK AGANON TO INCREASE THE FUNDING BY $10,000 TO $35,000 FOR HYDROGEN STATION/VEHICLE TECHNICAL CONSULTING SERVICES

(For further information contact Walter Martone at 599-1465)

RECOMMENDATION:

That the C/CAG Board approve Resolution 06-14 authorizing the C/CAG Chair to execute an amendment to the agreement with Clark Aganon to increase the funding by $10,000 for hydrogen station/vehicle technical consulting services.

FISCAL IMPACT:

This amendment will be for an additive amount of $10,000. The new total contract amount will be $35,000.

SOURCE OF FUNDS:

Funding to support this agreement will be derived from the proceeds of a Fee on motor vehicles registered in San Mateo County, as authorized under California Government Code Section 65089.11 et. seq.

BACKGROUND/ DISCUSSION:

AB 1546, adopted by the California Legislature and signed into law by Governor Schwarzenegger as California Government Code Section 65089.11 et. seq. authorized C/CAG to adopt a four dollar Fee on motor vehicles registered in San Mateo County. These funds are to be used to support congestion management and stormwater pollution prevention programs.

On March 10, 2005 the C/CAG Board approved Resolution 05-08 adopting the fee and the programs that can be funded with the proceeds of the Fee. One of those programs is the maintenance and operation of up to four hydrogen and/or other clean fuel shuttle vehicles and related fueling infrastructure. On May 12, 2005 the C/CAG Board authorized a consulting

agreement with Clark Aganon to assist C/CAG staff in the initial work needed to implement this program. This has included discussions with manufacturers of clean fuel vehicles, manufacturers of equipment for the production and dispensing of clean fuels (compressed natural gas, compressed hydrogen, and natural gas/hydrogen blended fuels), securing proposals for the conversion of existing shuttle and fleet vehicles to operate on compressed hydrogen fuel, and negotiating for the location of a site for the fueling station.

C/CAG staff has determined that additional consulting assistance is needed to continue to move this project forward. One area where this help is particularly needed is in the research and preparation of grant applications to secure outside funding for the acquisition/conversion of vehicles and the establishment of one or more hydrogen fueling facilities. The State of California currently has available $6.5 million to support hydrogen fueling infrastructure and the acquisition/conversion of vehicles to this fuel source. The Bay Area Air Quality Management District (BAAQMD) is also preparing to issue a request for proposals. The acquisition/conversion of vehicles to hydrogen technology and the development of fueling stations are allowable activities under this solicitation.

This amendment will be for time and materials and will be billed on a biweekly basis so that the amount of time can be monitored. The consultant also will notify C/CAG staff through e-mail of the activities he is working on and the progress.

ATTACHMENTS:

- Resolution 06-14
- Amendment to the agreement with Clark Aganon for consulting services related to the clean fuel demonstration program

RESOLUTION 06-14

* * * * * * * * * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH CLARK AGANON TO INCREASE THE FUNDING TO $35,000 FOR HYDROGEN STATION/VEHICLE TECHNICAL CONSULTING SERVICES

* * * * * * * * * * * * * * * * *

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, the C/CAG Board is authorized by California Government Code Section 65089.11 et. seq. to adopt a $4 Fee on motor vehicles registered in San Mateo County; and

WHEREAS, the C/CAG Board has decided that a clean fuel shuttle demonstration program and related fueling infrastructure will be one of the programs to be implemented with the proceeds of this Fee; and

WHEREAS, Clark Aganon has been selected as having the necessary qualifications to perform this service and is currently under contract with C/CAG to provide similar services; and

WHEREAS, the C/CAG Board has determined that additional consulting assistance is required to assist with the development of this program including the research and preparation of proposal information to secure outside funding; and

NOW, THEREFORE, BE IT RESOLVED that the Chair of the Board of Directors of C/CAG is hereby authorized and directed to execute the amendment to the agreement for professional services with Clark Aganon for an additive amount of $10,000 and a maximum combined total of $35,000, to facilitate the implementation of a clean fuel demonstration program, A copy of the amendment is attached hereto and is in a form approved by C/CAG Legal Counsel. In accordance with C/CAG established policy, the Chair may administratively authorize up to an additional 5% of the total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF MAY 2006.

_____

James M. Vreeland Jr., Chairman

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH CLARK AGANON

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its May 11, 2006 meeting, approved an amendment to the agreement with Clark Aganon (hereinafter referred to as Consultant) for the provision of consulting services; and

WHEREAS, Consultant has reviewed and accepted this amendment;

IT IS HEREBY AGREED by C/CAG and Consultant that:

1. This amendment shall be to provide additional consulting services in support of the establishment of a clean fuel demonstration program as set forth in Exhibit A, attached to this amendment; and

2. The added funding provided to Consultant by C/CAG under this amendment will be fifteen thousand dollars ($10,000), thereby making the new total contract maximum amount twenty-five thousand dollars ($35,000). These additional funds will be provided to Consultant on a time and materials basis for this added work and will be paid based upon the receipt of invoices for the actual costs; and

3. All other provisions of the original agreement between C/CAG and Consultant dated May 12, 2005 and the amendment to the agreement dated November 10, 2005 shall remain in full force and effect; and

4. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

_____
James M. Vreeland Jr., Chair

Date: May 11, 2006

For Consultant:

_____
Clark Aganon

Date:_____

Approved as to form:

_____
Miruni Soosaipillai, C/CAG Legal Counsel

EXHIBIT A

SCOPE OF WORK

Under this amendment, the consultant will continue to assist C/CAG staff in implementing a clean fuel shuttle program as identified in the original agreement adopted on May 12, 2005 and the amendment adopted on November 10, 2005. Additional work that is being added to this agreement includes the following:

The current scope of work will be modified to address specific tasks and activities associated with following items:

1. Assist C/CAG staff in the research and development of proposals for external funding to support this program.

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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April 24, 2006

The Honorable Lloyd Levine
California State Assembly
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0040

RE: AB 2987 (NUNEZ/LEVINE) - PREEMPTION OF CITY AND COUNTY FRANCHISING AND CUSTOMER SERVICE OVERSIGHT - OPPOSE

Dear Assembly Member Levine:

The City/County Association of Governments of San Mateo County (C/CAG) is a Joint Powers Authority that represents all twenty-on local jurisdictions in San Mateo County (twenty and San Mateo County) with a combined population base of over 750,000.

On behalf of the C/CAG Legislative Committee, I would like to present some serious concerns with AB 2987 (Nunez/Levine), which preempts the ability of Cities and Counties to issue franchise agreements for Cable TV and Video Providers using the public right of way and to provide oversight of Customer Service by these providers.

1. AB 2987 Violates the Commitment That Local Government Will Be Kept Whole - This bill enables new cable and video operators, as well as the incumbent cable operator (after a 1 year period) to provide less compensation and facilities to the cities and counties.

2. No Local Role In Franchising, Customer Service and Right-Of-Way Disputes – Under this bill, Cable Services are subject to exclusive State jurisdiction, are renewed automatically forever; therefore there is no local role in dealing with right-of-way disputes and customer service standards.

3. Preemption of Local Fees and Local Budget Impacts - AB 2987 prevents cities and counties from charging "additional fees and charges or other remuneration of any kind" from a Holder. This would outlaw encroachment permit fees, inspection fees, business license taxes and all other fees, charges and taxes.

4. Compensation for Public, Educational and Government Access (PEG) and I-Nets - AB 2987 only allows compensation of 1% of gross revenues for PEG equipment and I-Net costs in some cases, and no compensation at all in other cases at the Company's choice. This is even less than the Texas State Franchise bill, which uses a formula of 1% of gross

ITEM 8.1

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227

revenues or the per subscriber formula that the franchising city or county is receiving today at the agency's choice. AB 2987 should at least rise to that standard.

5. Initial Franchise Term Compensation (IFTC) for PEG and I-Nets by New Franchisees - AB 2987 fails to offer cities and counties initial or up-front grants for the purchase of PEG equipment as current franchise agreements do.

6. Abolishes Fiber I-Nets by New Entrants and Current Cable Operators – This bill makes all franchise terms automatically renewable and states that Fiber Institutional Networks (I-Nets) will be eliminated at the end of the term of existing Cable TV franchises. This means that cities and counties that do not have I-Nets to their city, county, school and emergency facility buildings today will never get them and communities that do have these facilities will lose them at the end of existing franchise agreements.

7. Cost of Converting and Delivering PEG Content and Channels to Providers - Currently the cable and video operator is generally responsible for converting the signal to the format used by their system and then bringing it from the origination point(s) to the operators system "head end". AB 2987 requires the Cities and Counties to pay to convert the signals to as many different formats and modes as there are Cable and Video providers. They would also have to pay to carry the signal from the origination point(s) to each of these providers. These costs would in many cases exceed the 1% PEG funds proposed in AB 2987.

8. Elimination of PEG Channels Not Active and Minimum Number of PEG Channels – AB 2987 ignores agreements that cities and counties already have to add future PEG channels.

9. No Build Out Requirements and Weak Redlining Language – This bill contains no requirement for video providers to bring competitive service to all residents of a city or county.

10. City & Counties Need Continuing Role in Insuring Interconnecting Cable Systems – AB 2987 does not address disagreements related to Interconnecting Cable and Video Systems, either from the same operator providing services in neighboring cities or multiple operators in one area or county.

11. Allocating Precious Right of Way Space and Qualified Applicants - This bill does not address how the State will determine which applicants for cable and video service franchises in a city or county are serious and financially qualified applicants? It also does not instruct how cities and counties allocate precious right of way space in City streets when a potentially unlimited number of individuals and firms could come into a community as allowed by AB 2987.

12. Cable and Video Franchisees - Construction Notice and Failure to Build - The bill fails to include a timetable under which the franchise expires if construction does not occur. This prevents cities and counties from planning for when these franchisees may be coming into their public right of way.

13. Franchising Is Not A Barrier to Entry or a "Time to Market" Issue - Local franchising is not a barrier to entry to this market. Last year the many of the jurisdictions in San Mateo County offered video franchise agreements to both AT&T and Verizon. These agreements were identical to those signed by the incumbent cable operator (Comcast). AT&T and Verizon responded that they were "not ready" for such agreements at that time.

14. C/CAG Encourages Competition, But It Must Be Done On A Level Basis - A number of our cities as well as San Mateo County granted the first competitive Cable TV, Video and Broadband Services franchises in California to RCN. We would like to do the same with the local telephone company (AT&T/SBC) and other future broadband and video providers. However this must be done on a fair and equivalent basis to what the incumbent cable operators (such as Comcast) and the existing cable competitors in the County (such as RCN) have done to date.

We would urge you to consider addressing these issues in the bill, so that we can work with you to craft a solution that meets the needs of the State while protecting the interests of local jurisdictions. We believe that the "model franchise" concept adopted by the League of California Cities is a potential model to consider for making these changes.

Please feel free to contact our Executive Director, Richard Napier, at 650 599-1420 if you have any questions.

Sincerely,

Richard Napier
C/CAG Executive Director

cc: San Mateo County Telecommunications Authority (SAMCAT) Board of Directors
Assemblyman Leland Yee
Mary McMillan, San Mateo County
Rebecca Elliot, League of Cities
Wes Lujan, Advocation
Assemblyman Ira Ruskin
Senator Joe Simitian
Senator Jackie Speier
Assemblyman Gene Mullin

NICHOLAS JELLINS
MAYOR

KELLY FERGUSSON
MAYOR PRO TEM

ANDREW COHEN
COUNCIL MEMBER

LEE DUBOC
COUNCIL MEMBER

MICKIE WINKLER
COUNCIL MEMBER

Building
TEL 650.330.6704
FAX 650.327.5403

City Clerk
TEL 650.330.6620
FAX 650.328.7935

City Council
TEL 650.330.6630
FAX 650.328.7935

City Manager's Office
TEL 650.330.6610
FAX 650.328.7935

Community Services
TEL 650.330.2200
FAX 650.324.1721

Engineering
TEL 650.330.6740
FAX 650.327.5497

Environmental
TEL 650.330.6763
FAX 650.327.5497

Finance
TEL 650.330.6640
FAX 650.327.5391

Housing & Redevelopment
TEL 650.330.6706
FAX 650.327.1759

Library
TEL 650.330.2500
FAX 650.327.7030

Maintenance
TEL 650.330.6780
FAX 650.327.1953

Personnel
TEL 650.330.6670
FAX 650.327.5382

Planning
TEL 650.330.6702
FAX 650.327.5403

Police
TEL 650.330.6300
FAX 650.327.4314

Transportation
TEL 650.330.6770
FAX 650.327.5497

CITY OF MENLO PARK

701 LAUREL STREET, MENLO PARK, CA 94025-3483
www.menlopark.org

March 29, 2006

Mr. Joseph M. Hurley, P.E.
Director, San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Menlo Park Station Area Planning Grant

Dear Mr. Hurley:

I write to you with news of significant progress on the Menlo Park Station Area Planning Grant front, and to seek your guidance with respect to securing the Transportation Authority's firm commitment as a funding partner.

At last night's Menlo Park City Council meeting, the Council endorsed the Dumbarton Rail Station planning proposal as a very high priority. As you will recall from the meeting held last Friday with City staff, the City had budgeted $75,000 in fiscal year 2005-2006 as its local share. It is the Council's expectation that staff will return with a formal request to appropriate the funds within the next month or so; and, at the same time, will seek pre-approval from the Council to commit an additional $150,000 in fiscal year 2006-2007, in order to provide a higher local match toward fully funding the original scope of work that was submitted for Metropolitan Transportation Commission grant funding under the Station Area Planning Program.

It is our understanding that the TA will provide $75,000 toward the total project cost, estimated at $525,000. With that commitment, the full amount ($225,000 from MTC, $225,000 from the City of Menlo Park, plus $75,000 from the TA) will be in place and the project can move forward. Please contact Linda Heineck to coordinate what you will need to enable this to be placed on an upcoming agenda for TA action.

The Menlo Park City Council expressed its support for and excitement about the opportunity to develop a transit-oriented plan to coincide with the Dumbarton Rail service. We look forward to learning from the successes of other similar projects and applying those to the creation of a dynamic plan for Menlo Park.

Sincerely,

Nicholas Jellins

Nicholas P. Jellins
Mayor

c: Sue Lempert, Metropolitan Transportation Commissioner
Rich Napier, Executive Director, City/County Association of Governments
Evelyn Baker and James Corless, Staff, MTC
Menlo Park City Council Members

ITEM 8.2

CITY COUNCIL

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MAYOR

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VICE MAYOR

JUDITH A. CHRISTENSEN
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CAROL L. KLATT

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CITY MANAGER

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CITY CLERK

ANTHONY ZIDICH
CITY TREASURER

PHONE (650) 991-8008

OFFICE OF THE CITY COUNCIL

CITY OF DALY CITY

333-90TH STREET
DALY CITY, CA 94015-1895

April 5, 2006

FAX: (202) 225-8890

Honorable Anna Eshoo
House of Representatives
205 Cannon Building
Washington, D.C. 20515

Re: COPE (Barton/Upton/Rush/Pickering) – Preemption of Local Franchising, Reduction of Franchise Fees, PEG Access & Facilities for Cities, Counties, Schools & Homeland Security

Dear Congresswoman Eshoo:

Daly City is standing firmly with its sister agencies in the San Mateo County Telecommunications Authority (SAMCAT) in seeking your cooperation to either defeat or amend the referenced bill sponsored by Congress Members Barton, Upton, Rush, and Pickering. The so-called "COPE" bill, as drafted, would be detrimental to Daly City and most other local governments in California. Daly City greatly appreciates that you recognize that this misguided proposal was not drafted for the benefit of your constituency, save one: AT&T.

Specifically, Daly City strongly objects to any legislation that suggests that the Federal government is in a position to manage local public rights-of-way better than local jurisdictions. COPE, in fact, reduces local revenue intended for the management of these rights-of-ways.

Further, it is highly unlikely that the Federal government will be able to respond to individual constituents if local government franchising authority is obviated. Usurping local government's role in monitoring local cable franchises would yield disastrous consequences for the Federal Communications Commission and local Congressional representatives, not too mention individual telecommunications customers.

SAMCAT enumerated a lengthy list of flaws to the COPE bill. Rather than restate each point, Daly City simply asks that Congress avoid any telecommunications legislation that would undermine local control of city-maintained streets, sidewalks, and public lands. Additionally, please ardently challenge any legislation that reduces local revenue. The communities you serve are already struggling to fund essential government services – including police and fire departments. Cities cannot afford to lose precious funding sources for delivering these important services.

Very truly yours,

Carol L. Klatt

Carol L. Klatt
Councilmember

cc: San Mateo County Telecommunications Authority (SAMCAT) Board of Directors
Rich Napier, Executive Director, City/County Association of Governments (C/CAG)
Anthony Thomas, Legislative Representative, League of California Cities
Rebecca Elliot, Regional Representative, League of California Cities

ITEM 8.3

CCAG

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March 1, 2006

Michael Lappen, Senior Planner
City of South San Francisco
Planning Division
P.O. Box 711
South San Francisco, CA 94083

Dear Mike:

RE: CCAG Airport Land Use Committee (ALUC) Staff Comments on a Draft Environmental Impact Report (DEIR) for a Proposed Home Depot Home Improvement Warehouse Building and Related Parking Structure at 900 Dubuque Avenue

The text on page 9-7 of the DEIR includes one paragraph about noise impacts related to aircraft operations at San Francisco International Airport. The text correctly notes that the project site is located outside of the 65 dB CNEL existing and future aircraft noise contours. However, no mention is made about single-event noise levels or potential aircraft overflight of the project site. In my August 22, 2005 comment letter to you on the Notice of Preparation (NOP), I stated the following:

> "The noise section of the DEIR should note, however, that although the proposed project is not a noise-sensitive land use, the project site may be subject to potentially high single-event noise levels and overflight from aircraft departing on the Shoreline Departure route from Runways 28 at nearby San Francisco International Airport."

The DEIR makes the following conclusion: "Based on the City's land use criteria, the proposed project's commercial land use would be largely compatible with future noise level projections in the project vicinity of less than 65 to 70 dBA (CNEL), thereby representing ***a less than significant impact.***" Although I agree with the conclusion, it is not based on the full scope of the noise environment at the subject site. In the interest of full disclosure, I would again request that the text at the bottom of page 9-7 of the DEIR be amended to indicate the project site may be subject to potentially high single-event noise levels and overflight from aircraft departures at San Francisco International Airport, per my prior comments. This additional information will not change the conclusion but will provide a more complete discussion of the noise environment on which to base the conclusion.

Airport Land Use Committee

ITEM 8.4

555 COUNTY CENTER, 5TH FLOOR, REDWOOD CITY, CA 94063 • 650/599-1406 • 650/594-9980
(FRM00341W.DOC)

If you have any questions or need more information, please contact me at 650/363-4417.

Sincerely,

David F. Carbone, ALUC Staff

cc: CCAG Airport Land Use Committee (ALUC) members
Richard Napier, CCAG Executive Director
Nixon Lam, SFO Planning
Sandy Hesnard, Aviation Environmental Planner, Caltrans Division of Aeronautics

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April 18, 2006

Rebecca Shapiro, Assistant Planner
City of East Palo Alto Planning Division
2200 University Ave.
East Palo Alto, CA 94303

Dear Rebecca:

RE: CCAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Intent to Adopt a Mitigated Negative Declaration for a Proposed Mixed-Use Development in an Existing Building at 2396 University Ave. (Shoe Club)

Thank you for the opportunity to review and comment on the above-referenced document. The following are ALUC staff comments on the proposed project.

CCAG Airport Land Use Committee (ALUC)/CCAG Review

The Board of Directors of the City/County Association of Governments of San Mateo County (CCAG) serves as the airport land use commission for the county. The Board has delegated its state-mandated airport/land use compatibility review process to its Airport Land Use Committee (ALUC). The Board considers recommendations from the ALUC, regarding review of proposed local agency land use policy actions, and makes all final decisions on such actions and on other airport/land use commission responsibilities.

The proposed project is consistent with the existing zoning and general plan designations for the site and therefore, does not require City of East Palo Alto approval of land use policy action(s). The project site is not located within Area B (project referral boundary) of the Airport Influence Area (AIA) boundary for San Carlos Airport, as adopted by the Commission (CCAG). Based on this information, the proposed project **does not** require formal review by the ALUC or the CCAG Board, acting as the airport land use commission.

Aircraft Overflight

San Carlos Airport. The CCAG Board of Directors has adopted an Airport Influence Area (AIA) boundary for San Carlos Airport. The boundary includes two distinct areas: Area A, which defines a large geographic area of aircraft overflight (from the ground up to 2,000 feet above mean sea level (AMSL)) related to aircraft operations at San Carlos Airport and Area B, a much smaller geographic area (approximately four miles in diameter around the runway at San Carlos Airport) that identifies a project referral boundary for land use compatibility reviews by the ALUC and CCAG (see Enclosure 1). Any proposed land use policy action (i.e. general plan amendment, rezoning, etc.) that affects property within Area B must be submitted to the ALUC and CCAG for formal review, per state law. This referral requirement, however, only applies to the cities of Foster City, Redwood City, Belmont, and San Carlos. It **does not** apply to the City of East Palo Alto.

ALUC
Airport Land Use Committee

ITEM 8.5

Palo Alto Airport. Although Palo Alto Airport is physically located in the City of Palo Alto in San Clara County, approximately half of its environs (defined by federal airspace protection parameters) is located within San Mateo County, in the cities of Menlo Park and East Palo Alto. At this point in time, the Airport Land Use Commission (CCAG Board) has not adopted an Airport Influence Area (AIA) boundary for the portion of the environs of Palo Alto Airport that is located in San Mateo County. However, due to the orientation and proximity of the runway at Palo Alto Airport, the City of East Palo Alto receives a significant amount of overflight from aircraft operations at Palo Alto Airport, in addition to overflight from aircraft operations at San Carlos Airport.

Aircraft Noise Mitigation. Due to the air traffic conditions described above, I strongly suggest that the City of East Palo Alto require the six proposed residential units to include sufficient insulation features to achieve an interior noise level of 45 db CNEL (Community Noise Equivalent Level) or less, based on aircraft noise events. This interior noise level is easily achievable for typical wood frame multi-family construction, per the relevant provisions of Title 24.

Disclosure of Airport in Vicinity

As mentioned earlier, the subject site is located within Area A of the adopted Airport Influence Area (AIA) boundary for San Carlos Airport. This boundary defines the area within which the documentation for any property for sale or lease, that is located within the boundary, must include a disclosure notice of the proximity of an airport to the subject property. The notice language is specified in paragraphs 13 A and 13 B of Section 11010 of the California Business and Professions Code (see Enclosure 2)

The implementation of the disclosure requirement is the responsibility of the seller and the real estate professional involved in the transaction. It is not the responsibility of the city to enforce this state law. However, I have brought this subject to your attention because the airport disclosure requirement of Area A of the San Carlos Airport Influence Area (AIA) boundary affects all properties in the City of East Palo Alto when they are sold or leased. The San Mateo County Association of Realtors (SAMCAR) was consulted when the Area A boundary was proposed and is supportive of its implementation.

If you have any questions concerning these comments, please contact me at 650/363-4417.

Sincerely,

David F. Carbone, ALUC Staff

cc: CCAG Airport Land Use Committee (ALUC) Representatives, w/o enclosures
Richard Napier, CCAG Executive Director, w/o enclosures

Enclosure 1: Map of Revised Airport Influence Area Boundary for San Carlos Airport approved by the CCAG Board on Ocotber 14, 2004
Enclosure 2: Section 11010 of the California Business and Professions Code, paragraphs (a) and (b), including (b) (13) (A) and (b) (13) (B), related to notice of airport in vicinity

alucstaffcomletsshoeclubepa.doc